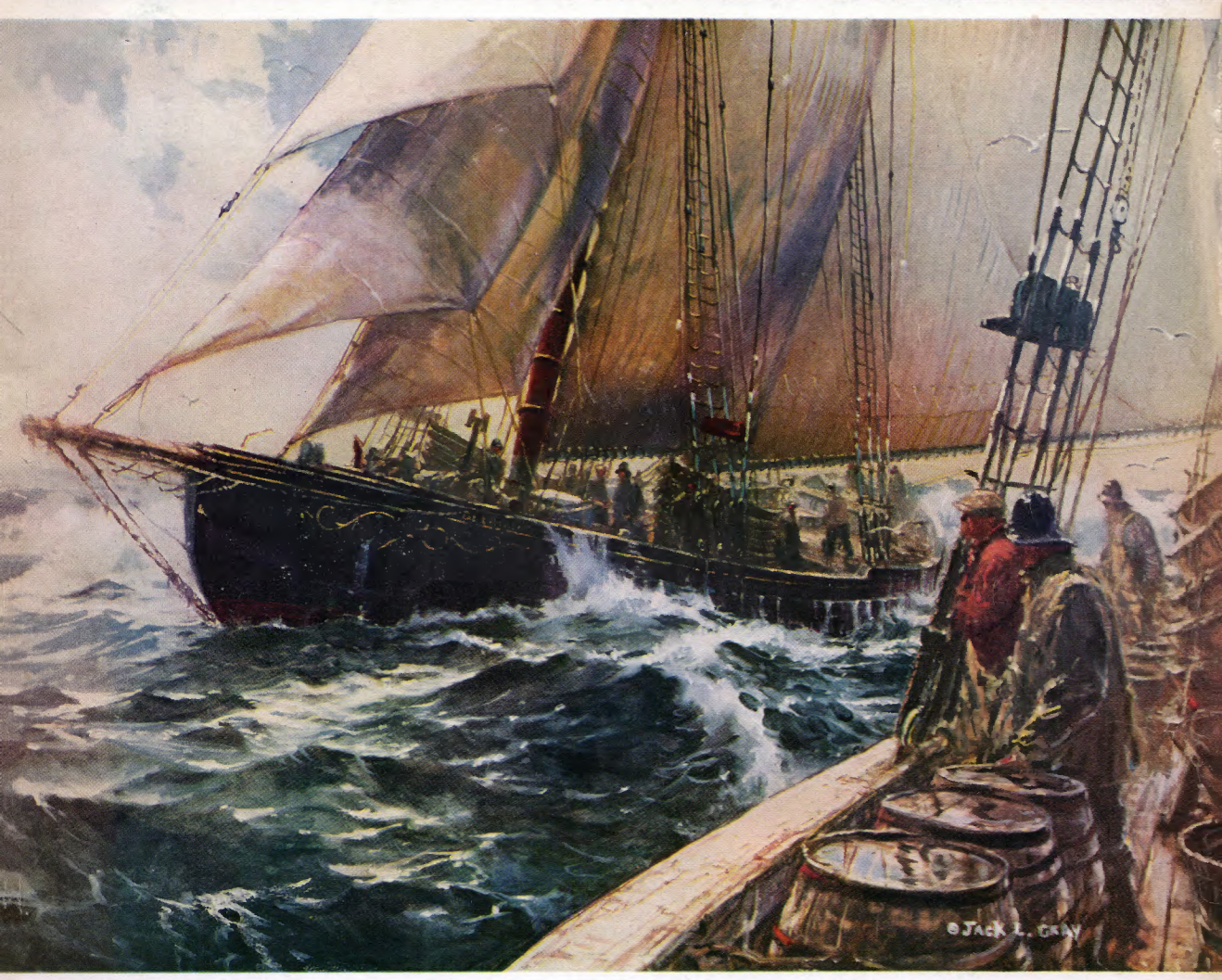
The Yachtsmen's Magazine

MOTOR BOATING



Cruising ★ Sailing ★ Outboarding

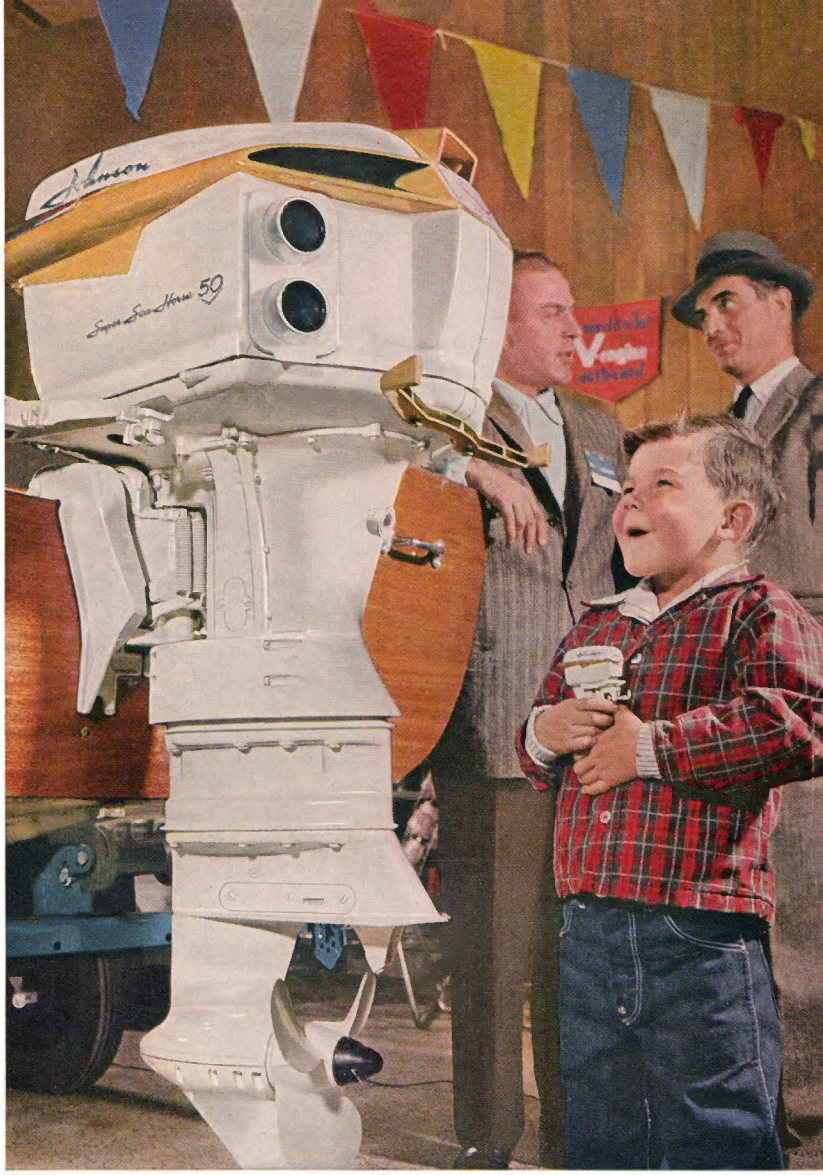
MARCH 1958 – 50¢



See the Johnson All-Family Boat Show . . .



March 7-16 at your Johnson dealer's!



New Super Sea-Horse V-50. Full 50 hp, 12-volt electric starting. $840.



"It's Boat Show time at the Sea-Horse sign!"

Ever been to a boat show? It's got a wonderful smell, of fresh varnish and new line. Everything glistens. There's magic in boats, you'll see it in the children's eyes.

To find this out firsthand, simply visit your Johnson dealer's All-Family Boat Show. You don't have to be in a buying mood. Just nose around. Thump hulls. Ask any question that comes to mind.

What will you see? A batch of new boats and boat-trailers. The latest water sports gear. And the 1958 Johnson Sea-Horses. They go from 3 to 50 horsepower, from $160 to $840. They're all quick, quiet and thoroughly dependable. And there's 12-volt electric starting in the 18, 35 and 50 horsepower classes. Look specially for the 4-cylinder Super Sea-Horse V-50—it's the world's first outboard V-engine!

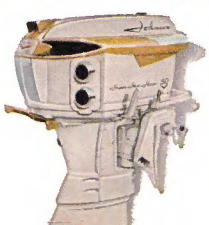
Your Johnson dealer's listed under "Outboard Motors" in the Yellow Pages. Don't miss his show.

FREE 1958 SEA-HORSE CATALOG! *Write: Johnson Motors, 375 Pershing Road, Waukegan, Illinois. (Division of Outboard Marine Corporation. In Canada: manufactured by Johnson Motors, Peterborough, Ontario.) Prices f.o.b. factory, subject to change.*

See THE BOB HOPE SHOW, NBC-TV, Saturday night, April 5

First in dependability...

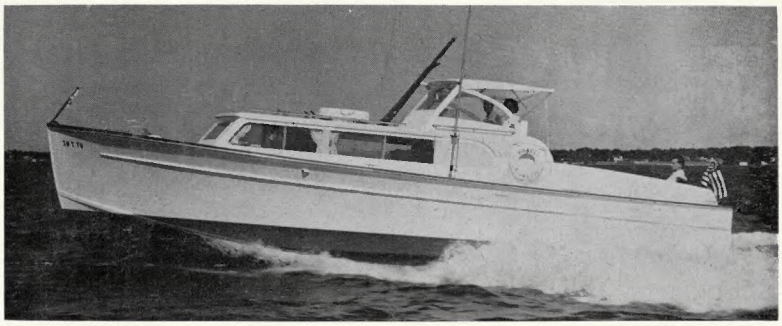
pioneers of the "V" age engine



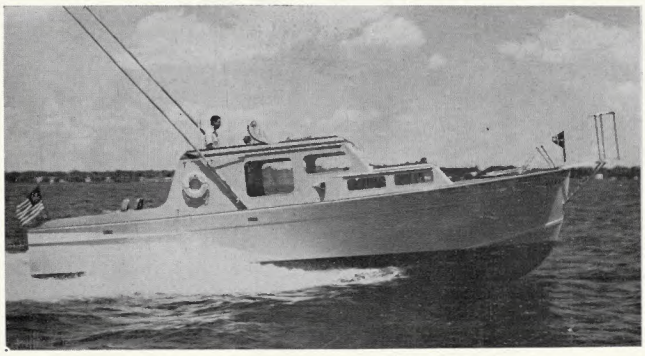
Johnson

FAIRFORM FLYER

The Seagoing 34's



THE SPORTSMAN 34



True to her name, the Sportsman 34, with spacious low cockpit, affords easy adaptahility to sport fishing. Readily outfitted to suit the owner, the Sportsman has the calihre of performance rarely attained in a motor yacht. Features of her standard arrangement make the Sportsman 34 equally popular for family cruising. The galley is integrated with the Deckhouse which is adaptahle to several arrangements. A Dinette can he incorporated ioto one of these. Another features folding herths in one or hoth wiogs, or using louoge herths and upper herths, the Dinette may he arranged to sleep four. Inasmuch as the forward stateroom sleeps two, the Sportsman 34 is thus capahle of sleeping six. While a folding Suotop is standard, fixed Hardtop is optionally availahle, as are folding Steersman and Ohserver seats.

THE MENEMSHA 34

The Meoemsha 34 with standard powering cruises at 23 knots, with a top of 31 MPH. This model, as well as the Sportsman 34, may now he powered for top speeds to 40 MPH. Either of these models should appeal to the deepsea fisherman. Some sportsmen will prefer the wide opeo flying hridge of the Menemsha, and for such this model is the logical choice.

Standard arrangement calls for two herths in the forward stateroom, just aft of which is located a commodious galley. The Deckhouse is separated from the galley hy a companionway with huilt-io lounge to port, and equipped with a drop leaf tahle. Ao optional foldiog herth io the wing of the Deckhouse makes sleeping accommodatioos for four availahle in this model.

Dual controls for inside steering in had weather are optionally availahle in the Menemsha, and hoth models will accommodate almost any comhination of fishing equipment.



Noteworthy is the fact that the Fairform Flyer 34 has proven to be one of the most practical and comfortable yachts of its size, whether for offshore jaunts, sport fishing or extended family cruising to the Caribbean and other favorite yachting regions.

FAIRFORM FLYER
SYMBOL OF YACHT PERFECTION

The full Fairform Flyer story, and a brochure of all standard models, 34 to 75 feet in length, is available to any yachtsman setting forth his particular requirements.

HUCKINS YACHT CORPORATION
ROOSEVELT HIGHWAY AND ORTEGA RIVER
P. O. BOX 6336 JACKSONVILLE 5, FLORIDA Telephone EVergreen 9-1125

Newest addition to boating's widest choice of models, construction, prices . . . only from Owens!

OWENS

SPEEDSHIP®

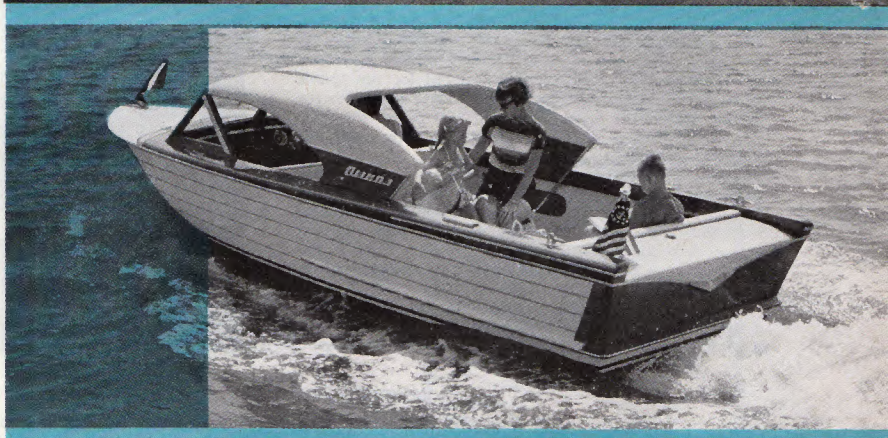
Lapstrake "19"s!

These first clinker-built Owens Speedships are destined to be the most popular "19"s afloat. See your Owens dealer now . . . and be one of their first proud owners!



FAST NEW RUNABOUTS, OUTBOARD & INBOARD

Only from Owens . . . such big, beautiful, seaworthy 19's for such a small investment! Just wait till you see these exciting 1958 Speedships, with high style and high performance built into every inch of their highest quality yacht-type construction. Inboard Runabouts, powered by newest 220 h.p. Flagship V-8 or 100 h.p. 6-cylinder engine, are offered at additional cost. Outboard model (pictured), for one or two motors of any size, is the "19" Runabout buy of the year . . . at $1385*



OPTIONAL HARDTOP TO ADD CRUISER COMFORT

Now, thrill to liveliest runabout performance . . . and enjoy overnight cruising comforts in the bargain! Owens makes it easy to mount this stunningly styled, molded fiber-glass hardtop on your Speedship "19" Runabout . . . or have it installed at the factory . . . for only slight extra cost. Convenient "Hideaway" bow bunk converts front seats into 6'6" sleeping space for two, with foam rubber mattresses available at only $50 more. Molded fiber-glass cruiser hardtop . . . $195*



NEW EXPRESS CRUISER FOR OUTBOARD POWER

Most compact fully-enclosed cruiser ever built! Outstanding in speed and safety . . . in luxury and comfort . . . with molded fiber-glass hardtop, foam rubber bunks for two, marine toilet and ice chest. Like other Owens Speedship 19's, she is solid-mahogany framed, with rugged Marine Weldwood planking and salt water fastenings. Outboard motors, single or twin, can be controlled and steered from her flying bridge. Many deluxe features included at this remarkable low price . . . $1995*

OWENS YACHT COMPANY, INC.
P.O. Box 4051, Baltimore 22, Maryland

*Delivered U. S. A., through Owens dealers only. Outboard motors, state & local taxes, extra.

MARCH 1958

MOTOR BOATING

572 Madison Avenue, New York 22, N. Y.

CHARLES F. CHAPMAN *Editor & Publisher*, RICHARD E. DEEMS *Exec. V. P.*, GEORGE RUPPRECHT *Art Editor*

EVERETT B. MORRIS *Senior Associate Editor*



CRUISING ★ SAILING ★ OUTBOARDING

CALENDAR OF COMING EVENTS

COMPILED BY RUTH B. SMITH

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I Motorboat Racing Events
II Stock Outboard Marathons
III Special Sailing Events
IV Southern Ocean Racing Schedule
V Southern Ocean Racing Schedule
VI Motor Boat Shows

I
MOTORBOAT RACING EVENTS



(Racing Headquarters—APBA: 2S34 St. Aubin at Gratiot & E. Vernon Highway, Detroit 7, Mich.)

I—Inboards; O—Outboards; SO—Stock; U—Utility Out.

Coution: The Coost Guard Regulations require that a Coast Guord permit be obtainad for every regatta. Get in touch with your local Coast Guard Heodquarters.

REGION NO. 1

July 4—New Bedford, Mass. I.

REGION NO. 2

September 6-7—Buffalo, N. Y., Unlimited.

REGION NO. 3 (ALL N. J.)

May 30—Lambertville, SO.
Juna 29—Brigantine, I & SO.
July 4—Mays Landing, I & SO.
August 24—Beach Haven Crest, I & SO; 30—Millville, SO.
September 1—Millville I; 6-7—Toms River, I & SO.

(*Continued on page* 132)

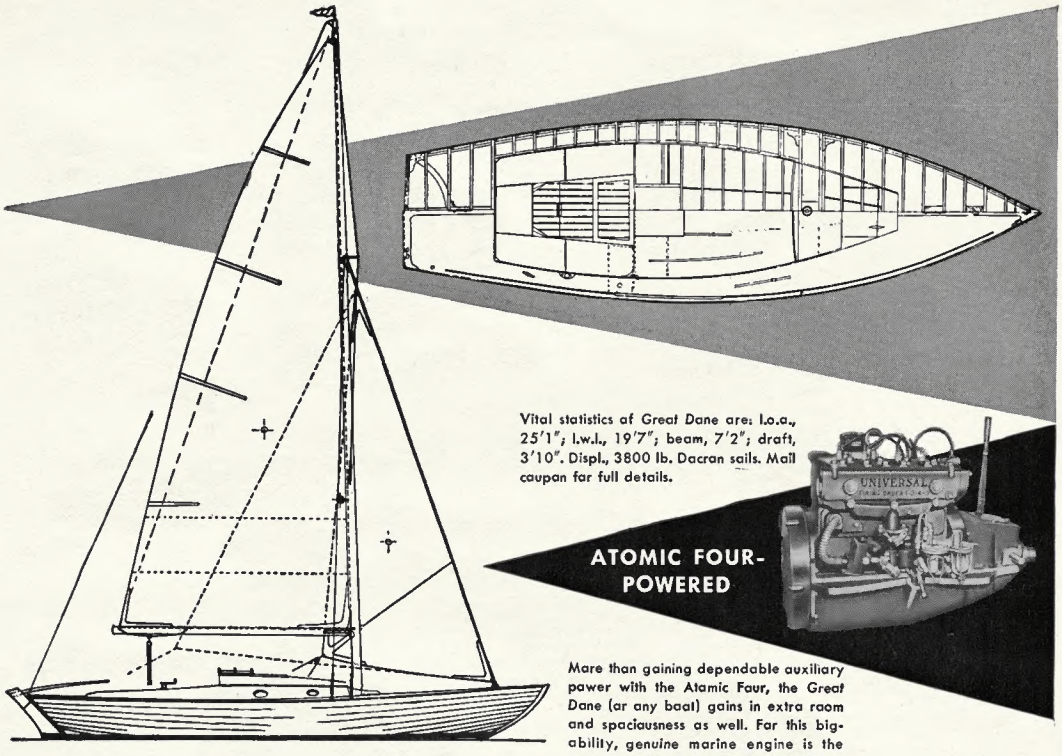
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Vital statistics of *Great Dane* are: l.o.a., 25'1"; l.w.l., 19'7"; beam, 7'2"; draft, 3'10". Displ., 3800 lb. Dacron sails. Mail coupon for full details.

ATOMIC FOUR-POWERED

More than gaining dependable auxiliary power with the Atomic Four, the *Great Dane* (or any boat) gains in extra room and spaciousness as well. For this big-ability, genuine marine engine is the world's smallest in its class—a full 25 h.p. in a mere 26 inches.

GREAT DANE... *International Lady with American Accent!*

Great Dane is a skillful blend of many talents. She's of Nordic design, built in Denmark, equipped with English hardware, and is Universal-powered!

Designed into the handsome huskiness of her clinker-built hull is fine sailing ability—in any breeze. Her tall, hollow mast carries her 230 feet of sail with grace and race-winning purpose, and she wears a big Genoa with astonishing effect. Below her low-profile cabin and fiber-glass-covered decks are berths for four, galley and head.

To give *Great Dane* as enviable performance under power as sail, her importer, L. Lobdell & Co., chose the Universal Atomic Four. This popular power tyke hides away—out of the way under the cockpit floor. A touch of the starter button brings a smooth, quiet rush of power any time it's needed. Its big-capacity generating system provides 6- or 12-volt electricity for cabin, running lights and other conveniences. Mail the coupon.



FREE—Full information on the Atomic Four and all other popular Universal models. Check coupon.

"BOATS TODAY"—The biggest number of popular boat designs ever put between covers! Volume II, which is outselling the best-selling first volume, packs 151 fascinating power and sail designs with factual descriptions... tells which plans are available. It has 130 pages—big and beautiful. Just $1.00 to help cover costs. Use coupon!

Universal of Oshkosh

MARINE ENGINES • ELECTRIC PLANTS

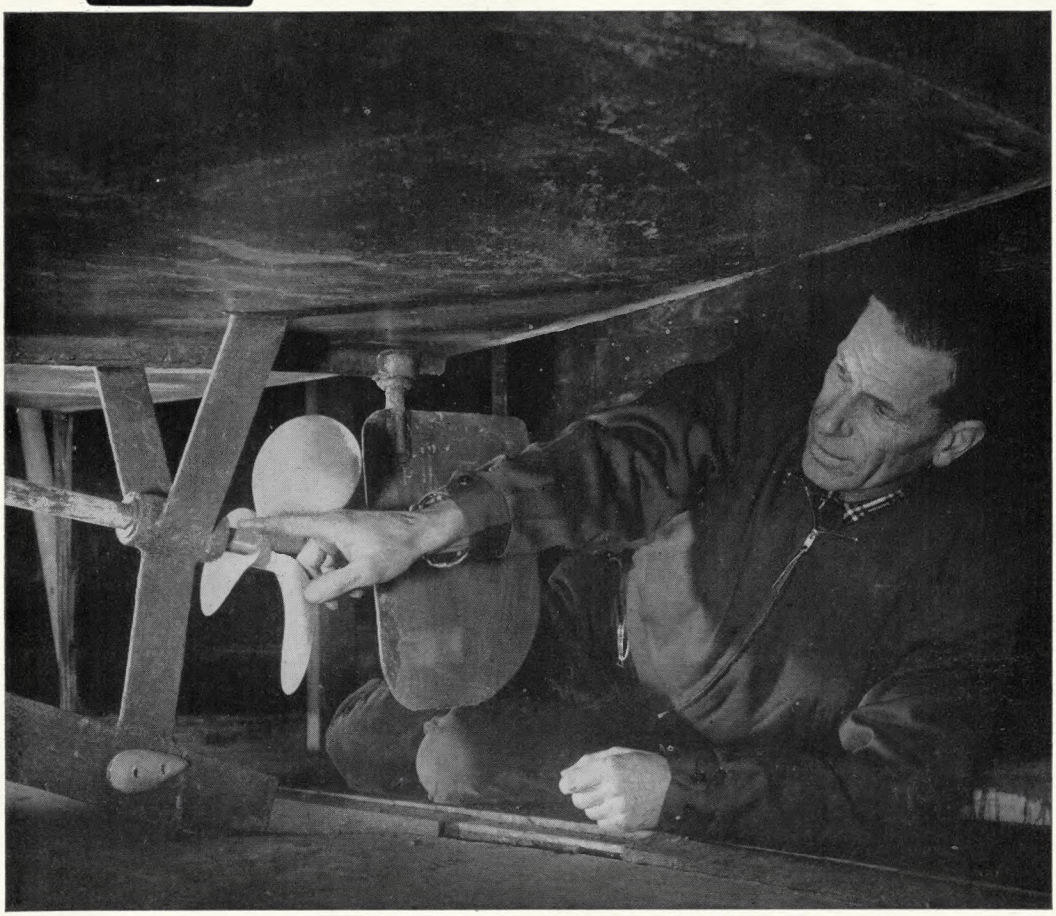
MAIL NOW!

Universal Motor Company
311 Universal Drive,
Oshkosh, Wis.

Send to me material checked. My name and address are filled in the white space at right.

- ☐ **FREE**—*Great Dane* sloop information.
- ☐ **FREE**—Atomic Four and other model details.
- ☐ **FREE**—Electric plant literature.
- ☐ "Boats Today." Here's my dollar to cover costs.

B.F.Goodrich



B.F.Goodrich Cutless bearings outlasted boat engine

B.F.Goodrich bearings are made of a special long-lasting rubber which is encased in a metal shell. Propeller shafts ride on this rubber. Sharp, abrasive particles of sand and grit that get between bearing and shaft are pressed into the pliable rubber, gently rolled to a water groove, then washed away before damaging bearing or shaft. Result—*both* bearing and shaft last longer, give more trouble-free service.

Because they are made of rubber, B.F.Goodrich Curless bearings absorb shock and smother noise and vibration. Your boat runs quieter, smoother. And it runs faster, too. Wet rubber is slippery. With Cutless bearings, propeller shafts meet less friction. Engine rpm goes up, efficiency increases and power losses are reduced.

In the picture above, Mr. Albert Wendling is viewing the B.F.Goodrich bearings installed on his boat over 8 years ago. The original engine had to be replaced a year ago, but the bearings look as good as the day they were installed.

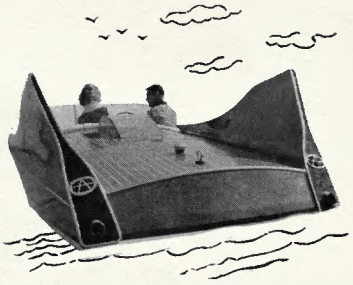
To give your boat the many advantages of B.F.Goodrich bearings, see your marine dealer or write *Lucian Q. Moffitt, Inc., Engineers and National Distributors, Akron 8, Ohio.*

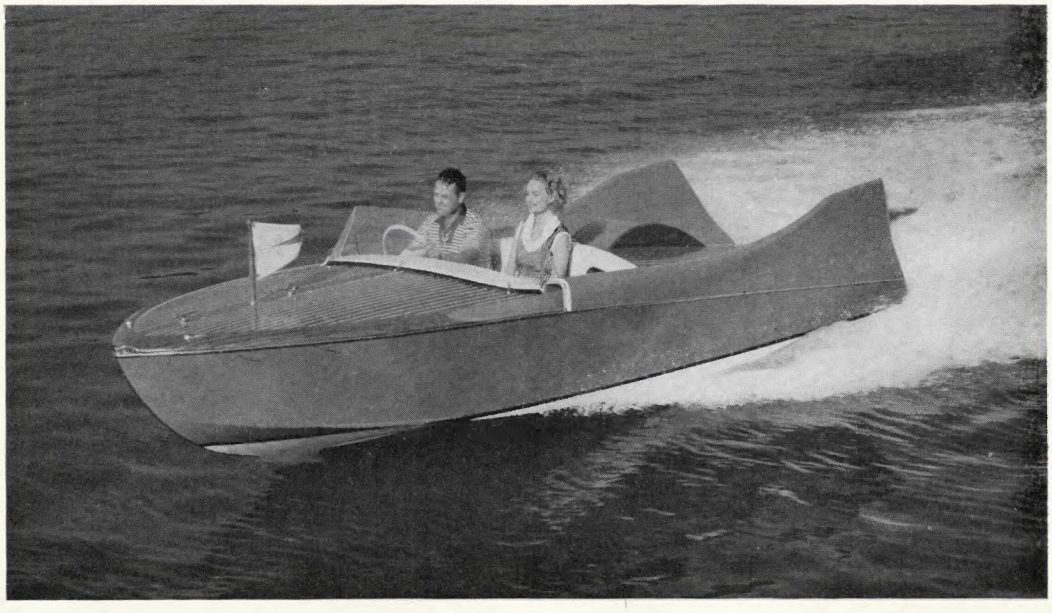
Made by the B.F.Goodrich Industrial Products Company, Akron, Ohio.

B.F.Goodrich molded rubber products

AN ADVENTURE IN MOTION . . .

THE *Praetorian*





If you are a man who seeks a special thrill

If you are looking for a truly different experience . . . if you savor a combination of speed and beauty and sweet, swift handling . . . if the commonplace tires you and you want to lose your breath once more . . . then here, sir, is your boat.

The Praetorian is the fire-eating "sports car" speedster of Ancarrow Marine's "Fleet of the Future." It handles like a Le Mans winner—and it runs like one. With its 300 hp engine you sit back, relax, and hit 55 mph. But prepare to be surprised. She's going to do more!

She can't help it. With her unique, racing hull construction (inspired by the world-famed Aquilifer), the Praetorian grabs off the highest speed in ratio to horsepower. She won't porpoise. And she rides as smooth as a well-waxed bobsled.

19 feet in length, this unique boat boasts the unbeatable *quality* of the Ancarrow line. There's not a part in her that isn't the best. Imported Macoba Marine plywood, Silicon bronze fastenings, Naugahyde upholstered contour seats.

But you'll have to see her to believe it—and drive her to believe your eyes. Write for our brochure, illustrating and describing the Praetorian sports speedster—and the three other winners in Ancarrow's "Fleet of the Future," Aquilifer (25′ Luxury Runabout)—Gladiator (20′ Utility)—Patrician (19′ Runabout).

Ancarrow
Marine, inc.
1723 Summit Ave.
RICHMOND, VIRGINIA

ARE BOAT OWNERS BEING CHEATED BY A TIME-WORN SUPERSTITION ABOUT MARINE GASOLINE?

A Straightforward Statement by The Texas Company

MANY boat owners believe that when they ask for "marine white" gasoline—they are getting the best possible gasoline for marine use.

This was entirely true 20 years ago. Since then boat engines have changed. And there have been enormous improvements in gasoline.

Today, marine white gasoline is no longer the most desirable fuel available. Indeed, by insisting on using only marine white, boat owners either cheat themselves out of sizeable percentages of horsepower, RPM, and fuel economy, or take a chance on seriously damaging their engines through uncontrolled detonation.

Some of these boat owners seem to fear to make a change from old-fashioned marine white to a more suitable, more modern gasoline. Why?

A Time-Worn Superstition

Widespread misconception exists among boat owners as to why marine white gasoline is used—the reason why it was introduced, more than 20 years ago.

Marine white was introduced for one purpose only—to protect against the formation of *gum* in gas tanks and fuel. Not ordinary combustion carbon deposits—but *gum!* Gummy, sticky stuff that formed in copper gas tanks, later to be sucked up into the fuel system, where it clogged gas lines and carburetors.

A rash of gum troubles started, years ago, when boat owners attempted to use the automotive gasolines then on the market in their boat engines. These automotive fuels were not suited to marine conditions—and gum difficulties resulted.

To end these troubles, marine white gasoline—an unleaded, straight-run fuel—was introduced. Marine white was very stable and resisted gum formation. It has been with us ever since. (Incidentally, all white gasoline is not "marine white." Many unleaded gasolines have high gum-forming characteristics.)

Now here's where the ancient superstition started. Boat owners noticed that this was a "white" gasoline. They noticed that the gum-forming automotive gasolines were dye-colored, indicating the presence of tetra-ethyl lead. Some of them even noticed that the gum itself sometimes was tinted by the dye.

Thereupon they jumped to a completely erroneous conclusion—that tetra-ethyl lead or the coloring matter used to indicate it were the culprits that caused gum. This supposition is entirely false.

The Facts About Gum Formation

Tetra-ethyl lead does *not* cause gum. Neither does coloring matter. Neither of these has anything to do with gum formation.

Gum is formed by the oxidation of unstable hydrocarbons in certain gasolines. This means that in some gasolines there are constituents which, unless counteracted by an additive or stabilizer, will form gum. This action is speeded up by contact with air and, particularly, by the presence of copper, which acts as a catalytic agent and aids the formation of gum.

Use of a stable gasoline like straight-run marine white is the old-fashioned way to protect against gum. Today there is a better way.

The superior, vastly-improved gasolines of today can be effectively stabilized to give excellent protection against gum. Texaco Sky Chief Marine gasoline, which contains a special Texaco stabilizer—2057-T—gives you full gum protection—plus many other advantages.

Octane More Important In Modern Marine Engines

Today, to meet the demand for higher horsepower without great increase of size and weight, marine engines are being made with higher and higher compression ratios. Just as in your car, these higher-compression engines demand higher octane gasoline to prevent knocking.

Knocking is even more serious in a boat engine than in a car—because of the heavy work loads of marine operation, and also because the sound of knocking is hard to detect above boat noises. Bad knocking can cause dangerous and expensive damage to a boat engine.

Marine white gasoline is relatively low in octane rating—and, hence, causes knocking in modern engines.

One way to reduce knocking is to retard spark. But the retarded spark robs you of horsepower—up to 30% or more—depending on the engine. You can see it on the tachometer in lowered RPM's. Because of the loss of delivered power, more fuel is needed per mile. The boat owner *is* being cheated of the horsepower he paid for in his engine.

The Solution—The Modern Gasoline

Texaco Sky Chief Marine gasoline provides full protection against gum.

At the same time, Texaco Sky Chief Marine gasoline is a modern high-octane (more than 99), high-power gasoline. *And it costs no more than marine white!*

With Sky Chief Marine, the boat owner can get all the horsepower his engine is rated to deliver—whether it is an inboard or an outboard—old or new. He gets more RPM—better fuel economy—smooth, knock-free power.

Furthermore, he gets something else. Because Sky Chief Marine contains Petrox, Texaco's special multi-purpose additive, it keeps engines *clean*—prevents carbon deposits. It combats rust. It also cuts down engine wear, particularly in the critical period when the engine has just started and is beginning to warm up.

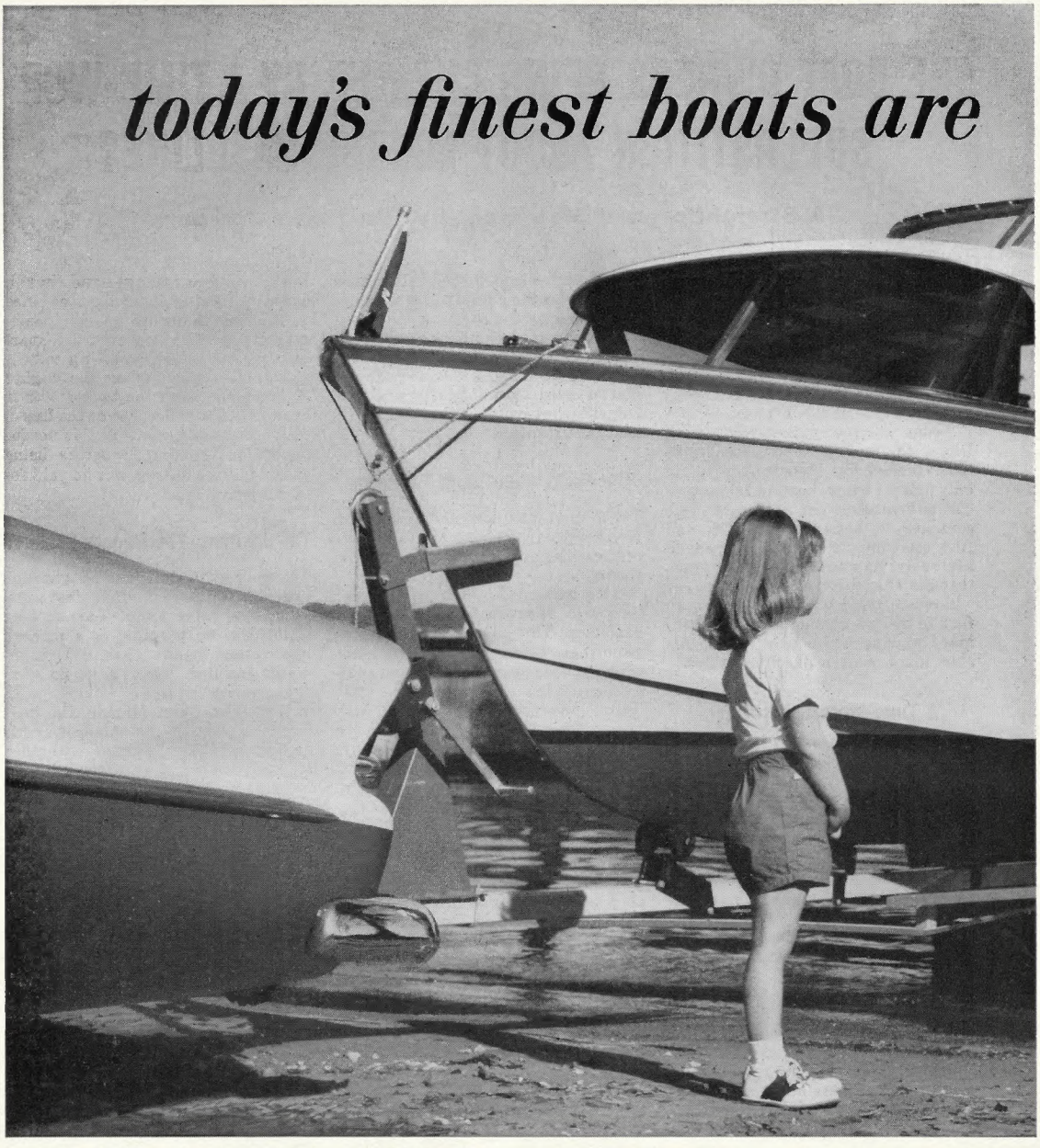
Texaco Sky Chief Marine is readily available at Texaco Waterfront Dealers—and there are Texaco Waterfront Dealers from coast to coast.

It's time for all of us to take a new look at marine gasolines. It's time to switch to the modern marine gasoline—Texaco Sky Chief Marine.

THE TEXAS COMPANY



today's finest boats are



Cavalier 19-ft. semi-enclosed Sports Cruiser sleeps 2, takes up to 120 hp, either inboard or outboard, for speeds up

Quality fir plywood construction makes the new Chris-Craft Cavaliers light... rugged... ready for action

WHY PAY MORE—or settle for less—when you get so much more in a plywood boat?

Just look at this smart Cavalier cruiser. Even out of water you can see the look of action. The gracefully-contoured, high-performance plywood hull gives you flashing acceleration and sports-car maneuverability.

And like all well-designed plywood boats, the new Cavaliers have that good-and-solid "feel." No annoying drumming or tinny slapping. Even at top speed, you get a smooth, quiet and comfortable ride.

For Exterior plywood means stout, rugged construction—

built of exterior plywood



to 33 mph. Other models, including utilities, from 15 to 22 ft.

superior strength that gives you a margin of safety should you accidentally hit debris or misgauge a docking run.

Greater damage resistance simplifies maintenance and repair problems. Plywood boats stay tight and dry, year after year. They're lighter, too; easier to handle out of water.

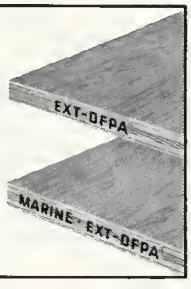
Check with your local Chris-Craft dealer to learn more about how the new Cavaliers give you modern styling and superb quality without the penalty of a high price tag.

And remember, whatever the make or model, your best buy is always a plywood boat.

DOUGLAS FIR PLYWOOD ASSOCIATION, TACOMA 2, WASHINGTON

EXT-DFPA® MEANS QUALITY EXTERIOR PLYWOOD MADE WITH WATERPROOF MARINE GLUE

Whether you buy or build, be sure all plywood is genuine EXT-DFPA waterproof Exterior plywood. (Comes in several grades, including solid-core "Marine" grade for planking.) It's used by all reputable boat manufacturers.





beauty speaks a universal language



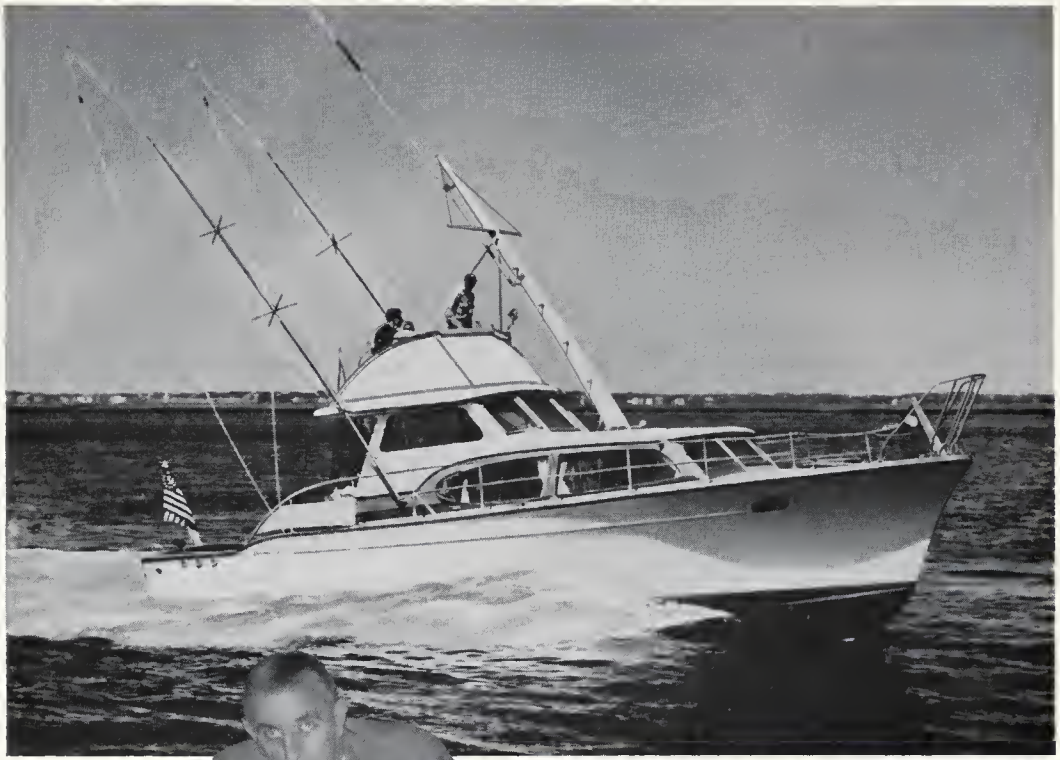
CORONADO 21′

CENTURY

thoroughbred of boats

Those who see her, wherever she spreads her foaming wake, see beauty! Who can fail to recognize it, whether on the waters of the Mediterranean, the Carribean, or Lake Michigan? Leading personalities the world over, who understand beauty know immediately that Century's Coronado 21′ is unsurpassed for it . . . in her exquisite appointments, her tasteful styling, in her rich genuine African mahogany planked hull. Literature on request.

CENTURY BOAT COMPANY, Box 100, Manistee, Michigan



Richardson 40-ft. Custom Sport Fisherman powered by twin Chrysler V Special 225 h.p. Marine Engines. Other Chrysler-powered Richardson models range from 27-ft. cruisers to 43-ft. yachts.

why Richardson Boat Co. recommends Chrysler Marine Engines

Richardson Boat Co., one of the country's largest builders of pleasure craft, is famous for "standardized" cruisers—the result of adapting modern production methods to boat building. In boats of this size—with a wide cruising range—it is doubly important that the power is, above all else, dependable. That's why Richardson uses Chrysler Marine Engines. Experience has proved that Chrysler Marine Engines are built to deliver top performance year after year under the specially rugged demands of marine use. Equally important, Chrysler service, if needed, is available in every port. Complete dependability is one of the big reasons why Chrysler is America's No. 1 Marine Engine.

FREE! Send for 1958 Chrysler Marine Engine Catalog. 30 pages in color: Engines, specifications, features, applications. Address: Dept. 8A Marine Engine Division, Chrysler Corporation, Detroit 31, Michigan.



FRANCIS DEARS, Sales Executive, Richardson Boat Co., inspects the twin Chrysler V Special Marine Engines which power the Richardson 40-ft. Custom Sport Fisherman.

CHRYSLER

AMERICA'S No. 1 MARINE ENGINE

MARINE ENGINE DIVISION • CHRYSLER CORPORATION

NOW... TWO SENSATIONAL FINISHES...



Here it is...

"Hit of the New York Boat Show!"

Sudbury's 365 BRIGHT-WORK FINISH

New, Fast, Tough, Bright-Work Finish Defies Sun, Salt, Wear and Weather! Guaranteed One Full Year!

Sudbury's sensational 365 Bright-Work Finish brings you protection and lasting beauty never before possible. Now your bright-work *STAYS* bright for a full year. No more week-end drudgery keeping up the bright-work. Apply 365 Bright-Work Finish at the start of the season and it retains its full lustre for one year.

Five times as abrasive-resistant and flexible as Spar varnish, Sudbury's new 365 Bright-Work Finish air-dries dust-free in 15 minutes! Ready to recoat in 30 to 40 minutes, speeds finishing time from six days to one. Its brilliant, glass-like, tough surface looks 'just-finished' all summer and longer. Can be used over old varnish or on bare wood. '365' brushes or sprays on anywhere between below-freezing and summer heat.

Now, enjoy an earlier, longer season because you'll save time in applying and upkeep with Sudbury's new 365 Bright-Work Finish. If not yet at your dealer's, order direct. **Pt. $3.50; Qt. $6.00; Gal. $23.00**

FREE—SPECIAL INTRODUCTORY OFFER

A 90c-can of new Sudbury 365 Brush Cleaner included FREE with each quart of 365 BRIGHT-WORK FINISH.

SUDBURY MARINE EQUIPMENT MEANS MORE CARE-FREE PLEASURE FOR YOU

Sudbury AQUA-CLEAR FEEDER

stops rust and corrosion



An easily installed, maintenance-free AQUA-CLEAR Feeder can double the life of your engine. Keeps new engines from ever rusting—makes old engines last years longer. Cool with raw sea water this simple, economical way with absolute freedom from invisible engine corrosion. Makes all water entering the cooling system completely non-corrosive; protects all metal parts. Sudbury's patented AQUA-CLEAR Feeder is now protecting more than 40,000 marine craft of every type in all parts of the world. One-piece lucite construction, no moving parts. Better and cheaper than closed cooling. Costs about $50 for most engines.

AQUA-CLEAR Crystals—1 lb. $2.50; 10 lbs. $20.00.

LIQUID AQUA-CLEAR—for fresh water tanks, use ½ oz. to each 50 gals. water. **Pint, $1.98.**

Submersible BILGE PUMP



Corrosion-proof, double-sealed in lifetime plastic. Motor 100% watertight, no flooding or electrolysis. Extra large plastic screen (nearly 60 sq. in.) seldom needs cleaning. Direct drive. No belts, gears. Easy to install. Wt. 3 lbs. Only 4½ in. wide, 5½ in. high. Pumps 300 gals. per hr.; will lift as high as 6 ft. For sizes, prices see coupon.

Sudbury's New SAFE-T MARINE STOVE



Portable, two burner capacity solid fuel stove provides quick, intense heat economically, safely. Non-explosive fuel; no dangerous gas fumes or fire hazard. Removable king-size griddle takes a dozen eggs and bacon at one time. Convenient for ship or shore, this colorful stove is perfect for picnics, beach parties or a complete meal on board. Sturdy rail prevents spills. Patented flues concentrate heat for speed and economy. DeLuxe Safe-T Marine Stove with heavy aluminum griddle, **$29.95.**

Transparent SKY-VENT

Lets Air In, Keeps Out Rain and Spray



Assures continuous fresh circulating air yet is hurricane-proof against rain, spray, rough weather. Rugged, clear plastic admits full light. Safe, constant ventilation moored, anchored or underway. Eliminates mildew, dry rot, condensation. No metal to polish; no maintenance. Can't foul lines. Patented. 9″ **$34.95;** 12″ **$59.95;** 18″ **$89.95.**

SUDBURY Laboratory

SUDBURY LABORATORY
BOX 27K SUDBURY, MASS.

Makers of Quality Marine Products for over a Quarter Century

BOTH GUARANTEED ONE FULL YEAR!



LASTS ALL SEASON!

"Full 365 Days Protection!"

Sudbury's
Sensational Bottom Paint Guaranteed to Prevent All Marine Growth for a Full Year! Lasts Even Longer!

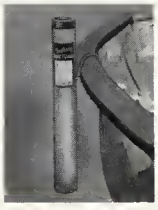
365 BOTTOM PAINT

The one and only non-fouling bottom paint that's guaranteed to stop all marine growth for one full year! Yes, 365 days of care-free protection while other paints demand periodic inspection, time-consuming haulouts, scraping, repainting. Now, enjoy more time top-side while Sudbury 365 Bottom Paint protects your boat below the waterline.

Painstaking research and prolonged tests in foul and contaminated waters under all weather conditions and temperatures, dramatically demonstrate the outstanding superiority of Sudbury's 365 Bottom Paint over conventional bottom paints. While Sudbury 365 remained smooth and clean, and offered complete protection even after 18 months, others failed rapidly in less than six months. Sudbury 365 is easy to apply even over old paint (vinyl is the only finish that must be removed).

Others make claims but only Sudbury 365 gives a one-year written guarantee on every can. 365 Bottom Paint is your best and most economical protection against marine growth and fouling. **Quart $9.95, Gallon $35.90.**

SUDBURY MARINE FINISHES KEEP YOUR BOAT TIP-TOP ALL SEASON!



Lifetime
BOAT FENDERS

Protects both rail and gunwale. Avoids scraping against floats, docks, other craft. Impervious to sun, salt, stain and mildew; never wears out. Permanent white, bright red trim. Stays clean. See coupon for prices.

FIBRE GLASS PRIMER



Gives fibre glass secure bond for painting. Now you can paint aluminum and plastic with the colors you want. An ideal prime coat for 365 Bottom Paint. Quart **$3.05**, Gallon **$11.75.**



Sudbury's
GALVA-COAT

95% metallic zinc brush-on protective coating compares with hot-dip galvanizing. Will not blister, lift or peel. Use as undercoat for marine paint or finish coat on metal. 5 lbs. (approx. 1 qt.) **$8.95**

One-Piece
TRANSPARENT BOAT



Eight-foot hull, molded in one piece, is completely transparent. Easy to handle and carry, this popular pram is perfect for portage, underwater photography, skin-diving, marine life observation. Convenient on car top, the Sudbury transparent boat is a boon to campers, hunters, fishermen. Over 2,000 in use. Crystal clear, it may be carried over boat skylight or cabin without obstructing light. Mahogany gunwales and seats; comfortably and safely carries three adults. So light you'll be amazed you can lift it with one hand—weighs only 44 pounds. Rows effortlessly, extra speedy witb an outboard. Price **$199.95** plus crating and shipping.

Regional Representatives Throughout the United States and Around the World.

Sudbury Quality Products are sold by leading Marine Supply Stores, Boatyards, Marinas. If the items you want are not now on display at your dealer's, you may order direct on coupon below.

SUDBURY LABORATORY, Box 27K, Sudbury, Mass.

Please send me the items circled below. I enclose $.....

365 BRIGHT-WORK FINISH
Pt. $3.50 Qt. $6.00 Gal. $23.00

365 BRUSH CLEANER . . . Pt. $1.50

365 BOTTOM PAINT
Quart . . $9.95 Gallon . . $35.90

AQUA-CLEAR FEEDER
Model A—20 to 74 hp. $39.95
Model B—75 to 145 hp. $49.95
Model C—150 to 250 hp. . . . $89.95

AQUA-CLEAR Crystals $2.50 per lb.

LIQUID AQUA-CLEAR . . . Pint $1.98

SUBMERSIBLE BILGE PUMP
6v $34.95 12v $36.50 32v $38.75
Larger size, pumps 600 gals. hr.
6v $44.95 12v $46.95 32v $48.95

SAFE-T MARINE STOVE
DeLuxe Model with Aluminum Griddle $29.95

SKY-VENT
9 in. $34.95 12" $59.95 18" $89.95

TRANSPARENT BOAT $199.95
Plus crating and shipping

BOAT FENDER . . . A-$1.98, B-$4.95

FIBRE CLASS PRIMER . . . Qt. $3.05

GALVA-COAT 5 lbs. $8.95

Automatic BILGE CLEANER
Quart . . . $1.98 Gallon . . . $7.50

VAPOR-PROOF SWITCH
Multiple . . $17.95 Single . . $7.95

Name .....

Street ..... City ..... State .....

☐ Send 1958 catalog describing 365 BRIGHT-WORK FINISH, 365 BOTTOM PAINT and other Sudbury Marine Products—also AQUA-CLEAR folder.

SUDBURY LABORATORY
BOX 27K SUDBURY, MASS.

SUDBURY Laboratory

In New York, Chicago, Los Angeles, everywhere . . .

this is the lady



New Flagship "2500" V-8



Never, in any size cruiser, such a vast forward view! Unbreakable 3-way-curved visored window matches the wraparound windshield on bridge.



Complete galley has Formica top, stainless steel sink, 2-burner stove, large double-door ice-chest, glass-doored china racks.



Dinette table seats 4 adults, is Formica-topped. Seats and backs are foam rubber; durably, richly upholstered. Note oversize, screened side windows.



Cabin sleeps 4 to 5 on double-bed shown and on bow bunks which can be curtained off for privacy. Roomy cockpit sleeps one more person.

- Solid mahogany frame and trim, finest Marine Weldwood planking with extra-heavy bottom.
- Sloping double sheer line, full walk-around deck, tumble-home transom, mahogany and chrome taffrail with canvas spray shields.
- Landau-styled cabin with full "picture window" visibility, moving-air ventilation, sliding all-weather door.
- Most cabin elbow-room and headroom, most usable cockpit space in her class.
- Full-height dressing room with toilet, mirror, full-length hanging clothes locker.
- Decorator colors, most durable materials, high style and luxury throughout.
- "Big yacht" instrument panel, Owens' proven steering and controls.
- Advanced-design 220 h.p. V-8 engine, delivering more power per pound, more thrifty miles per hour on regular fuel.

that 'stole the show!'



Built by

OWENS YACHT...

styled by

RAYMOND LOEWY

Associates... acclaimed by thousands!

EXPRESS CRUISER

Be glad you waited until now . . . to choose the cruiser of your heart's desire! For here is the most breathtakingly *different*, the most stunningly *new* boat in years . . . uniquely combining the proven seaworthiness of Owens' famed HRV hull, the phenomenal performance of the Flagship Marine V-8 engine, the smart lines and added roominess of Loewy's inspired design. In her class of cruiser, the Flagship "2500" represents the dramatic, long-awaited "big change" . . . in styling, in comfort, in value . . . made possible only by Owens' *revolution* in boat building, on the world's most modern boat assembly lines. See the glamorous new "2500" at your Flagship dealer's. She's a "boat show" in herself!

$5995 . . . *delivered*, fully equipped, in U.S.A., through Owens dealers only. State and local taxes extra.

OWENS FLAGSHIPS®

Owens Yacht Co., Inc., P.O. Box 4051, Baltimore 22, Md. Also builders of Owens Speedship 14's, 16's, 19's, 22's

Coming soon...Don't buy until you see

HONEST JOHN

AMAZING, NEW INSTALL-IT-YOURSELF MARINE TOILET

PRICED AT AN UNBELIEVABLE $49.95 COMPLETE

- Made of high-impact styrene plastic – for permanent beauty and cleanliness. Won't craze.
- Simple, modern design...compact...no complicated gadgets to get out of whack.
- Complete kit, ready for installation, contains everything you need. In handy carton. Installs easily in an afternoon.
- Made by American Hard Rubber Company which has been serving industry and public for over a century. Makers also of Ace Plastic Marine Products, famous Ace Combs and Supplex Washdown Hose.



NO. 77 HONEST JOHN KIT CONTAINS:

- Toilet Bowl
- Seat and cover
- Pump
- Valve (clapper type) plastic body
- Gasketing material
- Discharge tube
- Pump hose
- ½" and 2" hose clamps
- Spray head
- Thruhull fitting
- Bowl screws
- Valve bolts, nuts, washers
- Templates
- Instruction booklet



DISTRIBUTORS: A few choice distributorships still available. Write for information.

Mail Coupon Today

American Hard Rubber Company
Department F
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New York 13, N. Y.

Please send me additional information about "Honest John."

Name.....

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"Sweetest Music This Side of Heaven"

Guy Lombardo drives

MERCURY's

New Mark 78

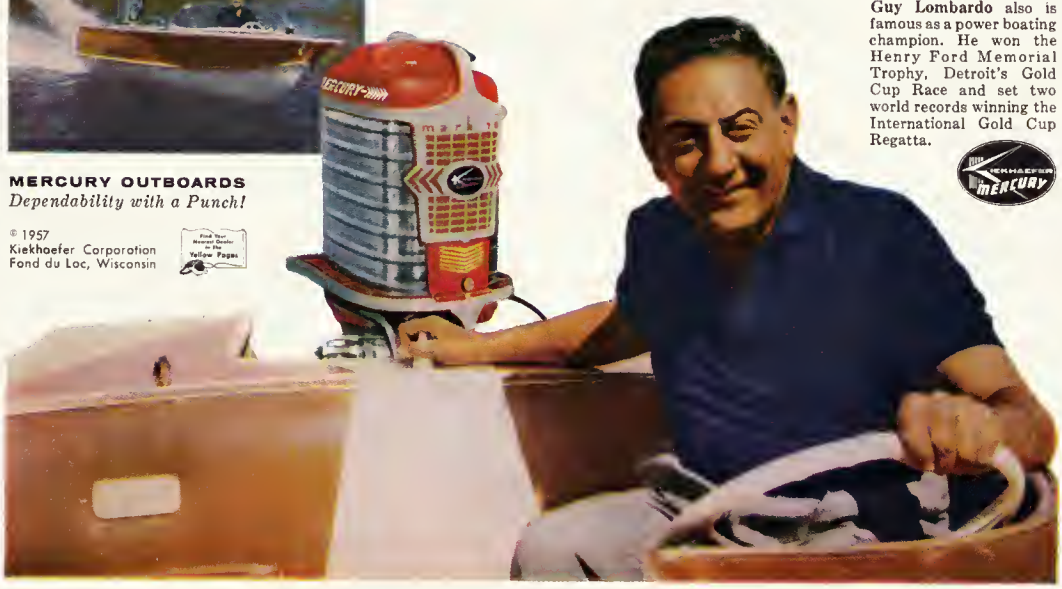


" 'Sweetest Music This Side of Heaven' has long been associated with my Royal Canadians, but after driving the new Mark 78, I'd say Mercury could claim it for outboards—on every score."

The secret of the sweet, smooth music of this 70 horsepower engine is in its exclusive six-in-line design, proved by experience to be far superior to any other for high horsepower outboards.

Here is the world's supreme expression of outboard dependability and safety. It's the powerful answer to the public's request for better power for bigger, safer, more comfortable boats. The Mark 78 has more exciting new features than ever offered on any outboard—plus the famous compact Mercury look and colorful styling.

Mercury offers the most that's new for '58—more *all new* engines, more models, more safety features. See your Mercury dealer soon or write for FREE catalog.



Guy Lombardo also is famous as a power boating champion. He won the Henry Ford Memorial Trophy, Detroit's Gold Cup Race and set two world records winning the International Gold Cup Regatta.

MERCURY OUTBOARDS
Dependability with a Punch!

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Kiekhaefer Corporation
Fond du Lac, Wisconsin

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AROUND THE WORLD IN 34 DAYS!

MERCURY OUTBOARDS







World record outboard run . . . sparked by AC Marine Spark Plugs!

Running continuously for 34 days and 34 nights—through fair weather and foul—refueling and changing drivers on the fly—two outboards circle a Florida test course at a 724 mile per day clip for the amazing total of 25,003 miles! This, the longest, most grueling test ever run on an outboard motor and its components, represents more than eight years of family boating use!

Total elapsed time—827 hours—47 minutes—5.4 seconds. Distance covered—25,003.286 miles. Average speed—30.2 miles per hour. Official observers and timers—United States Auto Club. Two boats started this run—both finished the run.

Get the extra power and reliability of new AC Hot Tip Spark Plugs—proved again in this unique run.



AC

HOT TIP MARINE SPARK PLUGS

WATCH WALT DISNEY STUDIOS' ZORRO EVERY WEEK ON ABC-TV

AC SPARK PLUG ⚛ THE ELECTRONICS DIVISION OF GENERAL MOTORS

In a second fabulous

25,000 MILE RUN

AC sparks Mercury to new 'round-the-clock, 'round-the-world record!

Two Mercury-powered boats completed a second fabulous 25,000 mile enduronce run! They were the some mighty Mercury motors, the some sleek hulls that had averaged better than 30 m.p.h. for 25,000 miles over a rugged Florida test route.

Again, because of their outstanding performance in the original marine marothon, AC Spork Plugs were used in the second successful ossault! This total 50,000 miles of test represents more thon *sixteen* years of family boating use!

ACs are marine-engineered for outboord and inboord motors. They're rustproofed to eliminote corrosion. And the exclusive AC "Hot Tip" heots up fost to burn owoy fouling corbon ond oil deposits as soon as they con form . . . gives you fast starting, smoother performonce and greater ecanamy.

To get the most from your marine motor, install new AC Hot Tip Spark Plugs, TODAY!



'CAWLUX NAUTICOLORS' OFFER YOU THE WORLD'S BIGGEST SELECTION OF MARINE PAINT COLORS!

Now! Give your boat the color scheme you've dreamed of!

No longer are boat owners restricted to a few conventional colors in marine paint. Now, with sensational new Woolsey *Cawlux Nauticolors*, you can get hundreds of different, original color schemes—more than you ever thought possible. And every single color comes in the brilliant, dependable, time-proven *Cawlux* Marine Finish.

CHOOSE FROM 70 STRIKING 'NAUTICOLORS'... for use on topsides, decks, cabins and interior surfaces. Only Woolsey can offer you this unequalled choice of lustrous, nautically correct colors for your boat. That's because only Woolsey brings you 22 popular, ready-mixed shades in *Cawlux* Marine Finish *plus* 48 additional shades which are easily made by adding just one tube of exclusive, easy-pouring *Cawlux* Colorant.

'CAWLUX NAUTICOLORS' LAST THE SEASON! Paint once with *Nauticolors* and you're through painting for the year. *Cawlux Nauticolors* resist fading, checking and changing under the most rigorous exposure. Even gases and fumes won't discolor the gleaming finish. And, scrub as you will, your boat's paint job will keep the lustrous, freshly-painted look of a newly launched boat.

This year, don't just dream your color scheme—turn it into handsome reality! Ask your Woolsey dealer to show you the 70 beautiful *Cawlux Nauticolors*.

WOOLSEY®
Serving at Sea Since 1853

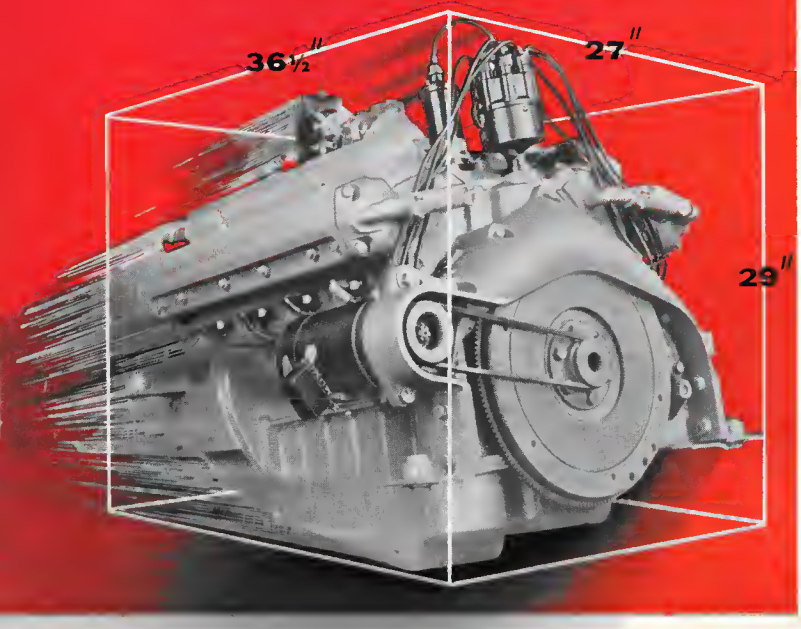
CAWLUX®
Nauticolors®



C. A. WOOLSEY PAINT & COLOR CO. INC. 205 East 42nd Street, New York 17, New York
BROOKLYN, NEW YORK • PLYMOUTH, NORTH CAROLINA • JACKSONVILLE, FLORIDA • HOUSTON, TEXAS

New yardstick of **POWER!**

. . . highest power per cubic foot ever offered in a marine engine



Extreme compactness adds extra cubic feet of space to your boat . . . for stowage, tanks, a roomier one-level cockpit!

Bob-tailed reverse gear housing and forward-located flywheel permit installation farther aft . . . for better balance and performance!

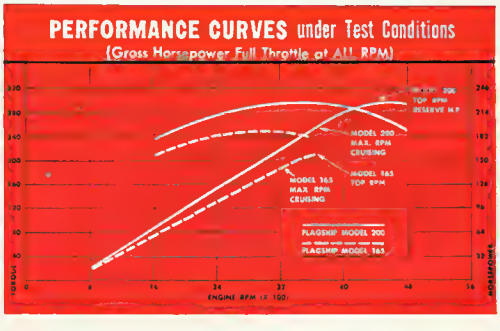
Contoured base is designed for lower mounting at a 16° angle . . . often allowing a flush bridge even in smaller boats!

Advanced engineering, backed by Flagship's years of dependability, delivers smoother power, higher speeds, greater fuel economy, longer engine life!

Years-ahead **FLAGSHIP V-8's**

Additional Flagship construction features, of proven marine design, include: Cast iron (not aluminum) manifold, located considerably higher above center line than on other V-8's, permitting easier installation and reducing hazard of water condensation draining into engine . . . 12-volt ignition system . . . full-flow oil filter . . . mechanically-driven (no V-belt) water pump with positive geared displacement . . . manual and hydraulic reverse gear with special controlled oil level (patent pending) . . . opposite rotation and reduction gears as desired.

Write for engineering details and specifications on the ultra-new Flagship V-8's available now . . . the Model 220, the Model 240, or the Custom Racing Model 310 (custom-built, with optional fuel injection). They're tomorrow's power plants . . . today's best buy . . . from $1600 at your Flagship dealer's.



DISTRIBUTORS! *New policy . . . V-8 sales through large distributors ONLY, with fully-protected areas. Call or wire!*

FLAGSHIP V8 MARINE ENGINES

"Relax... it's a **FLAGSHIP***"*

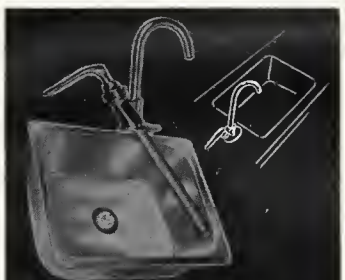
Flagship Marine Engines, Inc., Lynch Cove, Baltimore 22, Md.

home port for blue water sailors



WRITE NOW FOR 1958 CATALOG —
listing everything for anything afloat in pleasure boating!

Some of the thousands of items-always in stock.
Visit our New York Showroom to see complete Display.
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STAINLESS STEEL SINK WITH GALLEY PUMP

Great combination for small cabins. A smooth finish stainless steel sink 12¾" x 10½" x 4" (flange ⅝") complete with 1" bar plug strainer and tailpiece with a rugged chrome plated brass, double action, angle galley pump. Pump topped for ⅜" pipe and stands 6¾" above the base.

Combination	$24.95
Sink separately	$13.75
Pump separately	$12.75



DISTRESS SIGNAL KIT

A 25MM pistol in handsome black steel finish with 6 red star shells. Ready to stow aboard in a heavy-duty clear plastic moisture-proof case measuring 10" x 6½" x 2". **$29.95**



HATCH TRIM		HALF OVAL (14 Ft. Lengths)	
1-1/16x60"	Per Len. $4.35	½" Width	Per Ft. 85c
1¼x72"	" " 4.30	¾" "	" " 1.15
1½x72"	" " 5.20	1" "	" " 1.95
		1¼" "	" " 2.95

STAINLESS STEEL SCREWS for all MOULDINGS

	Doz.	Gross
FOR HATCH TRIM ⅜ #6	40c	$3.95
For ½" Half Oval ⅞" #6	70c	5.90
For ¾", 1" & 1¼" Half Oval 1¼" #8	95c	8.95

Countrywide the "58" Boat Shows featured hundreds of new items. Now get the up-to-the-minute listings in the most complete and diversified catalog in the marine field, illustrating equipment for pleasure boats from outboards to Bermuda Racers, including the latest in Electronics—Telephones, Fathometers, Automatic Pilots, Directional Finders.

OVER 250 PAGES, hundreds of illustrations, complete data on many new items and new modifications of old items.

WRITE FOR COPY—Send $1.00 to cover postage and handling. FREE to Boat Builders, Jobbers, Dealers, Ship Yards, Naval Architects and Industrial Organizations. Write us on your company stationery. Immediate mailing.

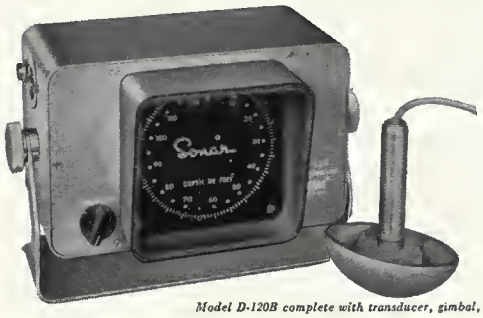
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SAFER NAVIGATION IN SHALLOW WATERS



with a Sonar DEPTH INDICATOR



Model D-120B complete with transducer, gimbal, fairing block. 6 or 12 volts.

– and a sound way to better fishing!

Boat owners everywhere are acclaiming the new *Sonar Depth Indicntor* as a valuable necessity to safer navigation! Even the most experienced skippers are relying on the *Sonar Depth Indicator* to accurately guide them through shallow channel waters. No more fears about the depth beneath your keel when in unknown waters! And—the *Sonar Depth Indicator* will also find that big school of fish for you, too. Designed by expert electronic engineers for the most sensitive readings. A complete one-piece, non-magnetic unit that includes power supply, electronic circuitry and indicator.

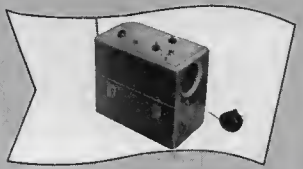
$139.50

- **Exclusive Sanor bright light**
- **360°, 4-inch scole, 1-foot colibrotions**
- **Reads 1-125 ft.; 125-250 ft. on 2nd revolution**
- **Transducer can be Installed while boat is in water**
- **Single 7/8-inch hole far mounting Tronsducer**

MORE CONFIDENCE ABOARD WITH Sonar MODEL 65

65-WATT MARINE RADIO-TELEPHONE. A compact ship-to-ship, ship-to-shore communications system. *Meets all Coast Guard Regulations!* A self-contained unit with receiver, transmitter and power supply...for wider range, more complete coverage and stronger talking power. 65 Watt input (as defined by FCC), 6 or 12 volts DC, 6 Marine Frequencies and Standard Broadcast Band and with exclusive Sonar Antenna-Pak and Power Modulator. **$395.00** FCC Type Accepted





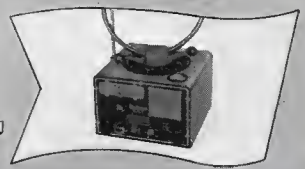
Portable Marine Radio Telephone. 35 watts, 2 pair of crystals, rechargeable battery, antenna, center load coil, mike. *Sonarfone* Model M35W. **$339.50**

MORE SAFETY AFLOAT!

Sonar

RADIO CORPORATION

3050 West 21st Street, Brooklyn 24, N.Y.



Portable Direction Finder. Built-in sense antenna for precise readings. Single Null (or ±1° accuracy. *Sonarfinder.* Model DF1X. **$179.95** (less batteries)

ALL SONAR PRODUCTS ARE AVAILABLE FROM THESE AUTHORIZED SONAR DEALERS

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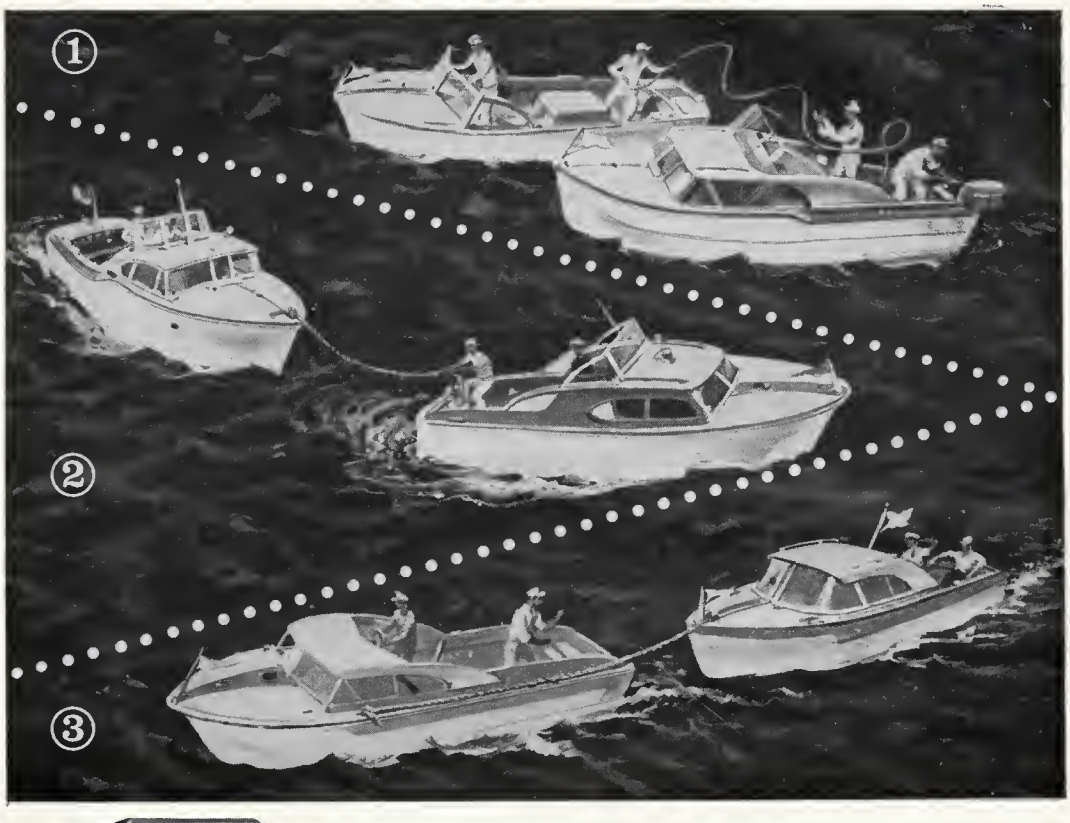
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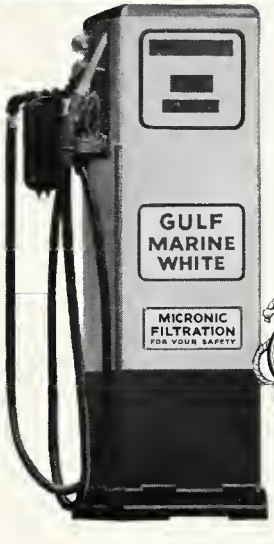
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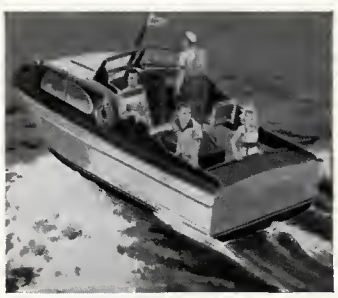
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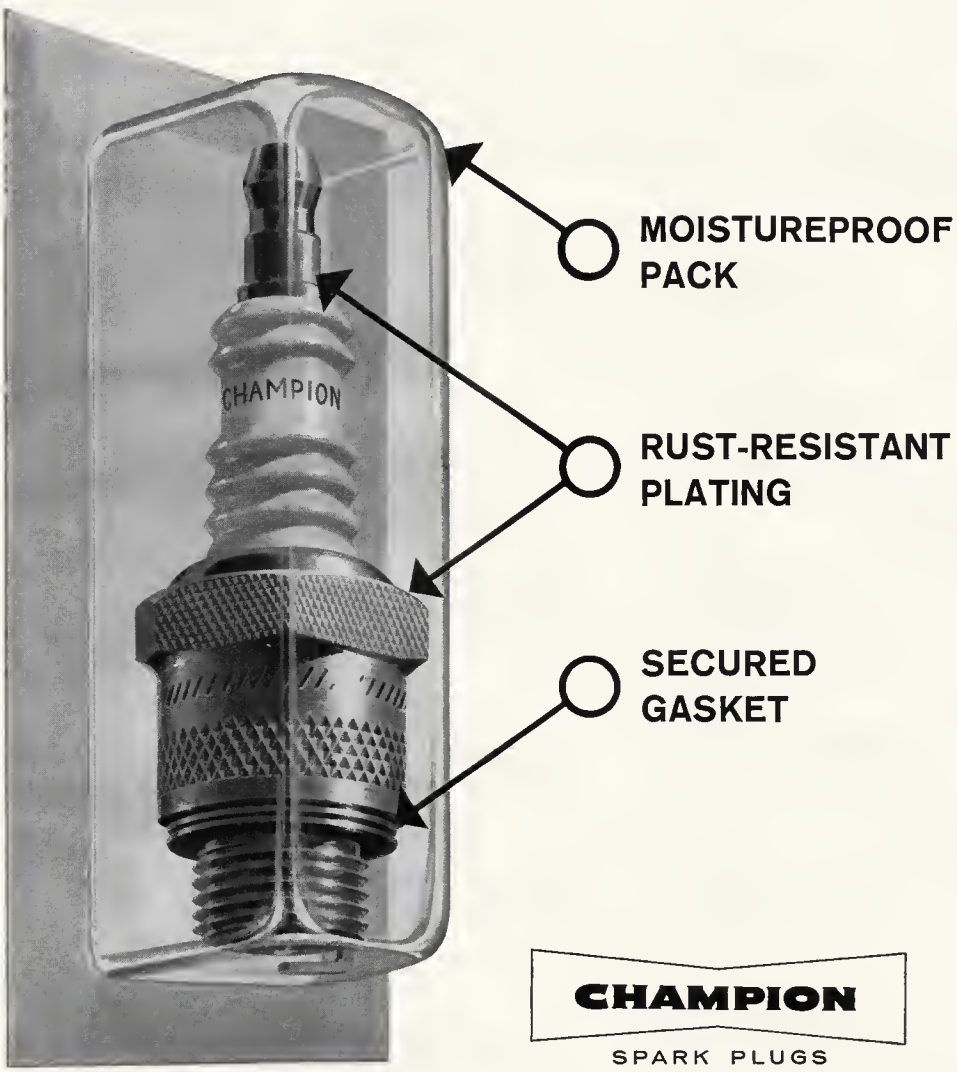


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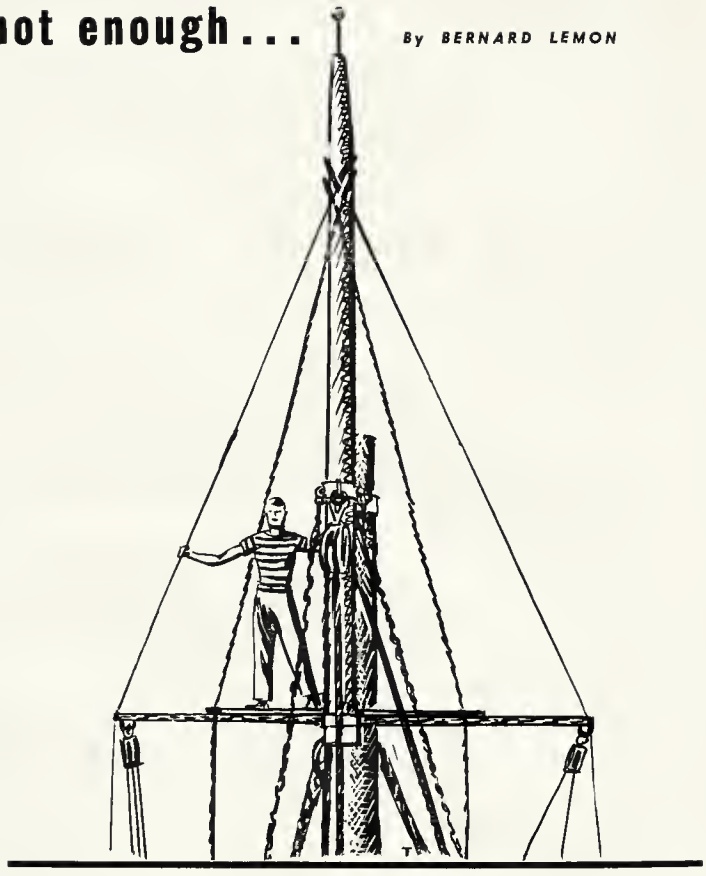
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"LUCK" is not enough . . .

By BERNARD LEMON



CAPTAIN Joshua Slocum was a seaman and master mariner of the first magnitude. He could and did rebuild, rig, outfit and sail his famous sloop Spray. As Captain and crew he sailed his seagoing creation single-handed around the world—competently and with considerable ease. He was a sailor at home on the sea. He knew the sea and loved it; he knew its moods and how to contend with them; he knew the weather signs and how to prepare for what they portended. All this sea lore, capability and experience, apparently, was not enough. What, finally, wrote "finis" in the log of this intrepid and resourceful mariner?

Who has read of the voyages of Captain Slocum without the desire to emulate them, excepting of course, the last? There have been many who, in craft of various rig and dimension, have followed in his wake. Luck has piloted many to safety; others are as yet unheard from; the sagas of their voyaging remain secrets of the sea that perhaps may never be told in full.

Previously successful lone-hand voyages in small vessels apparently lured the author-sailor Richard Haliburton, to depart from the Orient in a Chinese junk, on a trans-Pacific voyage of adventure. The log of this passage, and its writer, lie entombed forever in the depths of the Pacific, in company with the remains of his bizarre craft.

There are on record the details of many a successful voyage in commerce, exploration and war, undertaken by small, and by today's precepts, frail and inadequate vessels. There are also records of vessels having made the same sort of voyages and which, with their people, disappeared without trace, notwithstanding the fact that they had been manned by competent and able men, standing their proper watches and duty and maintaining their vessels and equipment with professional ability. In the case of those vessels and crews which have disappeared, even a high type of competency and the best of equipment were not enough.

The currents, tides, prevailing winds, reefs, rocks and shoals of the oceans of the world have been observed, surveyed, catalogued and charted and this information made available for all those who care to benefit thereby. The chance that the individual, sailing alone, will discover anything of scientific, oceanographic or geographic value worth reporting, is even less than nil; and the contribution to the ship- or boatbuilding industry likewise. What benefit then, does one derive from voyaging single-handed around the world—or any part of it?

The overwhelming desire to perform a hitherto unaccomplished feat? To view that which the eyes of man have never yet beheld? To explore lands yet untouched by civilization? These are the same desires and lures that drove Phoenician seamen beyond the Pillars of Hercules; that caused men, in the name of science, adventure and exploration, to cause themselves to be wafted toward the Pole by free balloon; others to struggle through the miasmic tangle of tropical jungles in search of rare and exotic flora or strange and dangerous fauna. More likely it may be the same desire that causes the "back to nature" devotee to plunge naked into the wilderness, there to subsist on nuts and berries, without due regard for the fact that such sustenance may not be available in sufficient profusion in any and all seasons in every locality; or that the usage of peltry for clothing may depend altogether on the ability to gather such from the creatures of the wild.

Lone, single-handed circumnavigation, or deep-sea passages of any duration, prove little except the ability of man to withstand great hardship, if driven to it by necessity, or even by exposure to such hardship voluntarily. The lone voyager who, arriving at last in port and right side up, after weeks of buffeting, sleepless days and nights, little water and less food; chilled, emaciated, hungry, thirsty and in a state of exhaustion; with hair and beard half-a-fathom long, bears conclusive proof of one thing, at least—that the spark of life still smolders within him, and, if the (*Continued on page* 137)



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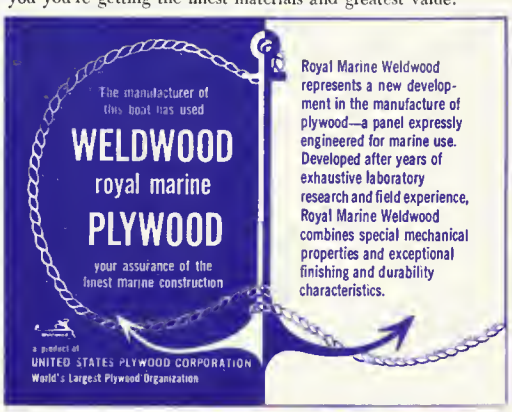
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KNOW YOUR RIGHTS



1. *Privileged vessel has no right of way into collision.*
2. *Overtaking vessel at fault for collision.*
3. *Collision due to dead reckoning error.*
4. *Repairman denied interest because of delay.*
5. *Salvage on rescue of flying boat.*

By HAROLD DUDLEY GREELEY, *Attorney-at-Law*

1. THE DUTY OF THE PRIVILEGED VESSEL TO HOLD HER COURSE AND SPEED "is not absolute when a crisis has arisen and collision is imminent. . . . The rule is not to be followed blindly without regard to common sense." Thus wrote the court in *The Curtis Bay Towing Co.* v. *Sadowski,* 247 F. (2d) 422. That decision resulted from a collision between two tugs in a crossing situation in which the privileged vessel ignored all dangers which might arise on her port side on the theory that she was privileged over any craft that might approach on that side. The court held both tugs at fault and divided the damages equally between them. A skipper may not close his eyes and then say, after a collision, that the fault was entirely that of the burdened vessel which he actually had never seen. He should maintain a vigilant lookout to prevent collisions even with vessels which are violating the rules. A privileged vessel must preserve for herself the ultimate opportunity of avoiding disaster by the exercise of nautical judgment if a burdened vessel becomes unable to keep out of her way.

2. AN OVERTAKING VESSEL HAS THE BURDEN OF PROVING HERSELF FREE FROM FAULT when she collides with an overtaken privileged vessel which had anchored in a dense fog. *Tug Pereheron etc.* v. *Alabama Transit Co.,* 246 F. (2d) 135. This was a case of collision in the Gulf Intracoastal Canal wherein a push-tug with a tow 580 feet in length, on the wrong side of the canal, proceeded at a speed which prevented her from stopping within one-half of the distance of visibility. The colliding tug had no lookout at the bow of its leading barge but depended upon what could be seen from the pilot house of the tug nearly 600 feet farther back. She knew that the privileged vessel was ahead of her. The court found that both tugs were on the wrong side of the canal probably because the visibility for each was practically zero. The overtaken tug had done the reasonable thing in stopping, giving warning signals, and informing the overtaking tug by radio. ". . . if there was any fault on the part of the [overtaken tug], it was of a minor nature, in no sense a proximate cause of the collision, but the [overtaking tug's] negligence was such as to render it solely liable for the damages caused."

3. FAILURE TO ALLOW FOR EFFECT OF CURRENT IN DEAD RECKONING was held to be faulty navigation, in *Panama Transport Co.* v. *United States* (*W. S. A.*). 1957 A. M. C. 1898. These proceedings were brought as a result of a collision between two steamers off New Guinea at night during World War II and the decision by a federal district court was rendered on July 26, 1957, thirteen years later. Neither the fact that both vessels were running without lights nor the general war conditions in 1944 militates in the least against the validity for 1958 of the law laid down in 1957. That law is applicable to pleasure craft and all other vessels. Each steamer in the collision involved had been instructed to proceed on certain courses which led to stated positions of latitude and longitude, at each of which the next course to follow was specified. This naturally required constant dead reckoning. The navigator of one of the vessels admitted that in plotting the track he had made no allowance for the set and drift of any current. Obviously, current affects the course made good and also the vessel's speed which is a factor in determining the distance run. By failing to allow for the current, the navigator overran the point where he was to change to a new course, and after he had made the change, he crossed the prescribed path of the other vessel at the point of collision. The court held that the proximate cause of the collision was the failure of that steamer to follow the route instructions, due to the fact that no allowance was made for the current while navigating by dead reckoning. That steamer was held solely at fault for the collision.

4. ALLOWANCE OF INTEREST TO A REPAIRMAN ON HIS BILL is discretionary with the court. Interest usually is allowed when amounts lawfully due are withheld unless exceptional circumstances justify the denial of interest. Such circumstances were found by the court in *Bushey & Sons* v. *F/V Ocean Spray, et al.,* 1957 A. M. C. 1790. A former naval officer arranged to buy a laid-up Navy survey vessel and to fit her out for service in the menhaden fishing trade. A corporation having a menhaden plant agreed to furnish the purchase money on condition that the vessel be converted for use in twelve days, presumably in order to enable her to be used in that trade during the fishing season of the current year. A repair yard was told about this financial arrangement and agreed to complete the conversion work in twelve days, but took two months for it. The menhaden plant corporation thereupon refused to advance the purchase money, forcing the owner to seek financing elsewhere. The court found that the repair yard's delay was due in part to its taking men off that job and using them on other work despite the owner's complaints and the importance of despatch in order to enable him to procure the purchase money which had been conditionally promised. The repair yard brought suit against the vessel and the menhaden plant corporation and as usual there was much dispute as to the facts. The court allowed the repair yard to recover the reasonable value of its work but denied its claim for interest because of the exceptional circumstances.

5. AN AIRCRAFT WHICH LANDED IN DISTRESS IN THE PACIFIC OCEAN was held subject to salvage in *Lykes Bros. S. S. Co., Inc.* v. *Flying Boat N-31235 et al.,* 1957 A. M. C. 1957. A cargo vessel was informed by radio from the Coast Guard that a flying boat was about to make a forced landing in the ocean. The vessel detoured 24 miles from its regular course and then spent five and one-half daylight hours in the rescue. The sea was moderate with about an eight-foot swell. The plane landed near enough to enable a lifeboat to reach it in fifteen minutes. The plane's crew and their luggage were saved and the plane was taken aboard, but only by a high order of seamanship was the rescue so expeditiously accomplished. The personnel in the lifeboat were subject to the hazard of being struck by the plane, because both plane and lifeboat were bobbing in the swell. The salvage award reimbursed the vessel's owner for expenses in the salvage operation. Tentative awards were allowed to the vessel's officers and crew, none of whom appeared in the litigation. They were given about four months to object to their awards



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SMALL YAWLS WIN OPENING RACES ON SOUTHERN CIRCUIT

By EVERETT B. MORRIS

IN the matter of entries (there were only 19) and weather (which first froze the yachtsmen with a teeth-chattering northwester and then exasperated them with light, flukey southeasterlies) the twentieth annual Miami-to-Nassau race was a disappointment to the blue-water fraternity.

In other respects, though, the first offshore test on the Southern Ocean Racing Conference schedule was up to standard in that it involved several very good boats and produced a full quota of talked-about results. For instance, the following:

1. Finisterre, winner in 1957 and second to Criollo in 1956, took the corrected time prize and gave her owner, Carleton Mitchell of Annapolis and Nassau, his fourth victory in the fixture. He had won with Caribbee in 1952 and 1953.

2. A boat that had spent the entire 1957 season up North hacking around near the bottom of the fleet justified her owner's faith in her capabilities by leading all of the contestants home and taking first prize in Class A: Gus Boorstein's 56′ yawl Rob Roy, built in England and designed by Arthur Robb.

3. A young skipper who had sailed in exactly one deep water race before—and that in the role of bilgeboy—raced a chartered boat to second place in the overall standing. That would be Bobby Mosbacher, 1957 Scandinavian Gold Cup winner, with Ca Va, one of the Nevins Series A 40′ centerboard yawls owned by his Houston friend, Jack Hershey.

Otherwise things went pretty much as expected. Salty, Dave Morrison's N.Y.Y.C. "32" from Savannah, and the well-traveled 53′ ketch Malabar XIII took second and third places in Class A from which four prospective starters were missing: Criollo because she did not complete her passage from the Canaries in time, Mare Nostrum because she was nearly lost on her voyage around from St. Petersburg, Good Hope because she was dismasted in the Lipton Cup race, and Callooh because a family emergency necessitated her withdrawal.

Thor Ramsing rounded up a salty, hard-driving crew from Long Island Sound to man Solution and his 46′ sloop from Indian Harbor repeated her Class B victory of 1957. Fred Guggenheimer's 43′ keel-centerboard yawl Mogu, ex-Windward, which has been doing very well on the Gulf circuit, took second prize in that division from Horace Binney's 44′ cutter Chance. Two northern newcomers, Phil Miller's Glory and Bob Timken's Foxfire, couldn't find the combination.

Jack Price's Comanche, now yawl-rigged after two seasons as a cutter and generally regarded as the prime favorite for the S.O.R.C. title, especially since Criollo



FINISTERRE REPEATS MIAMI-NASSAU VICTORY WHILE COMANCHE AND CA VA TAKE OTHER MAJOR SAILING TROPHIES; ROB ROY BEST OF LARGER YACHTS.





Comanche chief collects spoils. Jack Price, wearing real Comanche war bonnet, receives Lipton Trophy from an old shipmate and rival, Commodore Lockwood M. Pirie of the Biscayne Bay Y. C.

Above: Smoking along under light canvas on first leg of the Lipton Cup race off Miami Beach. L to r: Finisterre, Spray, Windalier, Glory and, with the spotted spinnaker, Comanche, which won by eight seconds. Below: Keep her off, boy! Don't let her come up! A heavy rap off the Miami shore overpowers Fred Guggenheimer's 43-foot Mogu and the yawl has a narrow escape from broaching with all of her kites flying.





Bird's eye (in this case plaae's eye) view of ketch Malabar XIII boiling downwind under pull of spinnaker, balloon forestaysail, maiasail and mizzen staysail, but with mizzen furled to ease steering.

PHOTOGRAPHS BY MORRIS ROSENFELD, RICHARD VEIT AND WIDE WORLD PHOTOS

missed the opening events and Finisterre does not plan to tackle the St. Petersburg and Varadero fixtures. got off on the right foot by defeating Finisterre by eight seconds in a dusty race for the Lipton Cup.

A few days after this traditional warm-up (if the Miami Chamber of Commerce will excuse the rather loose use of the term) for the race across the Gulf Stream to the Bahamas capital. Comanche was a well beaten third to Finisterre and Ca Va. These three had quite a race of it for a while between Stirrup Cay and Hog Island Light. one after another weathering the other two. but Comanche got on the wrong side of a couple of shifts and dropped well astern as Finisterre led Ca Va to the finish by 3 minutes 26 seconds. Her handicap fattened this another eight minutes on corrected time. Comanche was more than an hour in arrears of her two classmates but still good enough to take third in the fleet.

Rob Roy had shown real power and speed on the reach across the Gulf Stream to Great Isaac in the first afternoon's fresh Northwester. It looked that night as though she would make a real fast passage over the 184-mile course, but when the wind lightened and then swung around onto the nose on Wednesday. it was soon evident that the big boats would not have a chance of saving their time on the small fry and that it would be quite a slow race. It was: 44 hours for the first in.

The husky yawl from Manhasset Bay, L. I.. did a first class job in the Lipton Cup triangular race off Miami Beach and undoubtedly would have won this heavy weather set-to hands down if she had not had the misfortune to have her mainsail blow out ten miles from the finish and leave her to slog uphill the rest of the way with nothing more to drive her than double head-rig and mizzen. Even so she whaled her class and finished third overall. less than a minute astern of (*Continued on page 76*)

With tattered mainsail stopped to her boom, yawl Rob Roy hammers across bumpy Gulf Stream uader double head-rig and mizzen, and misses Lipton Cup by only a minute. She led fleet to Nassau, won her class, and was third overall.



CHOOSING A BOAT

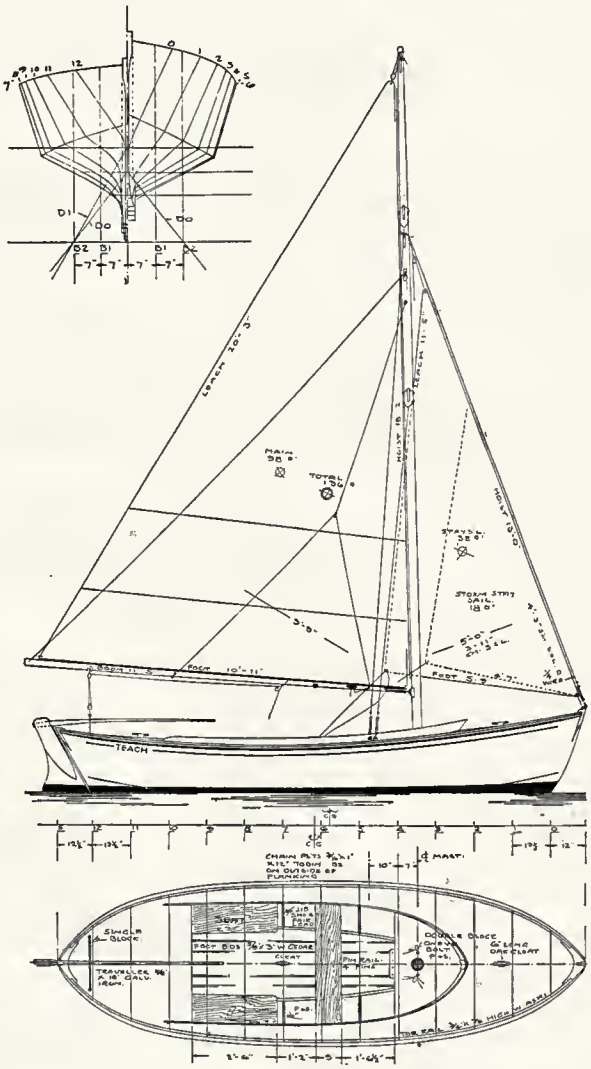
By Kenneth Vandenbree
SSCD, SNAME

LIKE the homely girl with the lovely personality . . . no boat is a boat unless she be graceful in some respect. One boat may have a sweet sheer, but sail like a tub. In selecting a boat there must always be a compromise. No boat has everything—even Finisterre—but nothing gives so much to a boatman as his boat. Select the boat that can give you the most, but, at the same time, let not her gifts include bankruptcy!

Even after granting that you sacrifice some conveniences and perhaps some necessities of your everyday life, the boat you choose should be one that you and your family can enjoy to the fullest without dwelling on its cost. For some, this will mean the splendid boat financing by banks that is now available "just like for cars." To others, the proper boat will be a luxury yacht. To many of us, the boat that can mean real happiness may be a fine-lined rowboat with a small outboard motor, or a dinghy or pram with a homemade, unbleached muslin sail.

Choose your boat, too, for the waters where you will use her most. Even if you can afford it, don't put a 36-footer on the local pond, nor yet expect to cruise the Aleutians in a canvas kayak —even though a few Eskimos have done it. There will usually be a time when it will be nice to step ashore within a few hours of an appointed time; and getting back is quite as important as setting forth. If you are new to the environment your boat will carry you in; snoop around among the natives and the regular frequenters, to see what boats are favored there.

If you are going to use an outboard, choose one that will be a team-mate for your boat. Mounting an expensive, high-powered mill on the transom of a too-small boat will likely make you more of a dead fool than a live show-off. There are tiny, light racers that are actually designed and built for high-powered engines, but these are the exceptions. The safest rule is to get a boat designed by a marine architect who can and has specified the power his boat (*Continued on page* 112)



Author Vandenbree's selection from MoToR Boating's *book of plans.*

A boat to build is
★ *TEACH* ★

TEACH is not just a small boat, she is a tiny ship, of double-ended form, with deep keel and other seaworthy characteristics. She carries a knockabout rig that is simple to handle and inexpensive to provide. Teach will not only be a sterling performer in her own right, but, as her name implies, could be a spendid craft for Boy Scouts, Sea Scouts, Mariners and other such groups to use in the learning of the arts of (*Continued on page* 112)



Setting the storm trysail on the Gorton. Some hours loter a seo smashed the dory in the foreground. Freeboard was low on the Gloucester schooners and many o time on the Banks and on the relentless drive home to morket decks would be awash with green seas. The author recolls a wotch aboard the Gorton at midnight, "looking out into a black fury, raging seas sweeping the ship from rail to rail. She staggered, reeled, rolled, and shuddered, but she olwoys rose. . . ."

Photographs by Giles M. S. Tod

In the new era of mechanization, the day of the wind-driven fishing schooner has become just a memory, but the saga of the famous vessels that sailed "out of Gloucester" will endure everlastingly.

The PASSING GLOUCESTERMEN

By GILES M. S. TOD



The Gertrude L. Thebaud logging 15 knots in a fishermen's race. She never fished the Banks under sail, always using an engine when working, and was rigged to sail only for the races.

THE sails of Gloucester have gone. The Grand Bankers, the racing Gloucestermen, the great two-masted schooners of the fishing fleet, once known the world over for their speed and seagoing ability, are now all but a memory. Today, the only canvas seen is an occasional riding sail on one of the older draggers; the big, modern steel beam trawlers set none at all. An era has passed.

A few years ago a Gloucester group who felt that the days of the schooners should not be completely forgotten banded together to form The Gloucester Maritime Museum Corporation, and they made plans to preserve the old clipper-bowed schooner Sadie M. Nunan. She was a fine example of a fisherman, with lovely lines and a handsome, towering rig. Built at East Boothbay, Maine, in 1901, she fished out of Boston most of her life, and most successfully. A small engine was put into her in 1914, and in later years her rig was cut down somewhat. She was not too large a vessel, about 73 gross tons and 81 feet in length, so upkeep expenses might be reasonable in the years ahead.

During the late summer of 1952 the Nunan was a center of activity as Cape Ann vacation folk and old fishermen gathered about her. There was much talk of her becoming a floating museum with exhibits of equipment carried by the fishing craft of an earlier day. There were hopes that she would attract more tourists to the first fishing port in the United States. Many notable artists rallied to her aid. Gordon Grant, the marine painter and etcher, wrote on behalf of himself and as curator of the Maritime Museum of New York a letter to the local newspaper, congratulating "those citizens of Gloucester who have so wisely decided to preserve the last of that lovely fleet of sailing schooners which brought fame and fortune to the old town and honor and pride to those who designed and built them."

Before winter set in, the Nunan was hauled for bottom repairs. Then she

On the cover this month, Jack Gray, preeminent among America's contemporary marine artists, has captured on canvas all the drama—the true spirit—of the Gloucester fishermen. With top prices going to the vessel first in to market, it was invariably a race home from Banks to pier, able vessels relentlessly driven to their limit—and sometimes beyond—by equally able, veteran skippers.



Dory away! The Gloucester fisherman was a hardy breed and in heavy weather it often took all his skill to launch dories without casualties either to man or boat.

went back to her berth at State Pier. As the weather grew colder, interest lagged; the ship was left to herself. By the following spring she had been forgotten. The years went by; the schooner rotted. A year or so ago she was hauled away from the pier, and left in a slip across the harbor. One day last summer she rolled over and since then one of her masts snapped. There is no hope for her now; she is beyond repair.

Of the last of the sailing schooners, certainly the best remembered was the handsome Gertrude L. Thebaud, Gloucester's last challenger for the championship of the Grand Bank fleet. Designed by Frank Paine, noted for his many fine yachts, the Thebaud was an exceptionally fine looking craft with very sweet lines. As Gloucestermen went, she was a large vessel, 134 feet long over all, 98 on the waterline; aloft she set 7,700 square feet of canvas. She was built with a purpose: to beat the schooner Bluenose of Lunenberg, Nova Scotia.

The Bluenose, built in 1921, had fished the Banks that summer, and in the fall had raced against the pick of the Gloucester fleet, the little Elsie. Bluenose had won, becoming champion of the North Atlantic fishing fleets. Although Gloucester vessels made several attempts to win back the "cup," the Lunenburger always came out on top. So it was that in 1929, Gloucester fishermen decided to make one last try for the championship. Already around Cape Ann sailing vessels were of the past, and the younger fishermen knew not the art of handling them, but there were enough of the older men, men who had spent their lives in the wind ships, to go as crew.

Launched from the Arthur D. Story Yard at Essex in early 1930, the Thebaud was off to the Banks a short time later on a haddocking trip. It is interesting to note, though, that the Thebaud never fished the Banks under sail; she always *(Continued on page 89)*



Aboard the Thomas S. Gorton bound to the eastward for a cargo of herring. Banks fishing was serious business—the Gloucesterman and her gear were built for it.



During the race—plenty of engine and hull havoc was wrought during tortuous 20 miles on rough 2½-mile Venice course.

MOTOR BOAT RACING

ROVER BOYS IN NAPOLI

Bob Willis and Guy C. (Red) Wilson tell all to Bob Ruskauff



Willis receives trophy from Mrs. Vincent Geraghty at elaborate presentation ceremonies in beautiful Venice.

AFTER you have spent three chock-a-block weeks in Italy, and come home knowing a little about everything and not much about anything, there are three distinct types of Americans who have at you:

The boat-race followers who are not boat-race people want to know: "Did you beat 'em? Well, why didn't you?"

The boat-race people ask the same thing, but accept your explanation and go on to "what are the types of water and racing conditions? Are those Italian hydros and drivers as hot as some say? What's their secret?"

Then there is the Stromboli set. "What's Gina Lollobrigida like? Oooh, did you meet her? Oh, yeah! Well, is it true what they say about them Italian signorinas?" Being an old married man myself, says Red, I let Willis answer that. Bob says yes or no to everything. Whimsical.

All expeditions require a beginning and this one came on a bright May 1957 day in Long Beach, Calif. Willis picked up the phone and it was the late George W. Sutton, Jr., chairman of the A.P.B.A. international affairs committee, calling to ask: "How would you like to take that 266 hydroplane. Roughneck II, of yours on a most-of-the-expenses-paid racing junket to Italy and compete on an American team?"

Willis thought *muy rapido* and came back with. "that sounds mighty *chicken cacciatore* to me."

"Well. I see you'll have to brush up on your Italian a bit," said G. S.. "but you can also take along somebody as chief pit crew. You will be guests of the Italian Federaciòne Internationale di Motorboating. Prince Vittorio Borromeo will more or less be your host. Be in New York by May 11. The SS Cristoforo Colombo sails May 13."

Being already committed seven ways to the deep six, Rapid Robert carefully broached the subject to his dad, head of the Willis Oil Tool Co. About the same time, considering the potential traveling companion—who else could it be but that erudite, cigar-smoking E-racing runabout record-holder, Red Wilson. Just the guy. Willis dialed Clay Smith Engineering and dropped the news to Wilson, who oughtn't leave his business behind, either.

That detail over, came the scramble of getting together two Chevrolet engines, spare parts, installing a fuel injection setup and making the hull of Roughneck II ready to hit the road.

"Well," ruminated Wilson, "we took off just at dusk with what we thought were 70 hours to make New York and Pier 44. There was a longshoreman's strike on, so we'd been told it was hit it on time, or we'd have to slink aboard without Roughneck.

"Sharing the wheel of Bob's station wagon we made it non-stop except for a 1½-hour pause at a motel in Pennsylvania to shower and tidy up."

So. like the old Army days, it was hurry up and wait. We really had 24 hours to spare. A good bit of it was spent getting shaken up watching what looked like a pretty harum-scarum way of putting Roughneck aboard. But they made it and lowered her deep into the innards of that huge, beautiful liner—in No. 2 hold, we learned. Still dubious, we tried to go down and make sure the baby was resting comfy. What we got was "No!" in both languages.

"She is (*Continued on page* 114)

Cruising
CALIFORNIA'S DELTA REGION



Entering the Delta region, the author readies her movie camera for action.

Cruising on the West Coast is not all rugged open water running along the shore of the broad Pacific. Extending inland from San Francisco there is a veritable maze of connected rivers, sloughs and straits, navigable for hundreds of miles, much of it accessible even to yachts with draft as heavy as that of the 72-foot diesel yacht Monsoon.

. . . By **CAROLYN J. WEST**

INLAND from San Francisco, between Sacramento and Stockton, lies a vast water wonderland of 2,000 miles of navigable rivers, sloughs and straits that offer an amazing variety of attractions to exploring yachtsmen. This maze of waterways, called the Delta, was one of the few areas on the Pacific coast that Jack and I had not visited in Monsoon II, so we picked October for our vacation, brought our diesel-powered 72-footer up from San Pedro to San Francisco and prepared to remedy the situation.

Friends flew down from Seattle to meet us at St. Francis Yacht Club and the four of us set forth for the delta land on Sunday, October 6. Across the Bay from San Francisco we moved into San Pablo Bay and at Carquinez Straits, we entered the portals of the Sacramento River, heading for our destination that evening, the Bridge marina, near Antioch.

As we progressed along the narrowing channel we were more than happy to have our Bendix radar picking out buoys and markers ahead. In many places we would see miles of water about us but much of it outside the channel was only a few inches deep! Benecia, Martinez and Port Chicago moved slowly astern and the countryside became less populated. Wild grape appeared on either bank, growing in scarlet profusion over bush and tree.

Tugs passed, short-coupled to their tows; squatting along beside us they seemed dwarfed by their massive barges. People in every type of small boat imaginable were fishing. Here the rocky levees are a century old, most of them built by hand by Chinese. Beyond the dikes and through spaces cleared of trees, we saw rich, black farm lands, cupped below the river level.

This is the peat land, formed centuries ago from a native reed, the tule; wonderous soil producing millions of dollars of crops each

Clubhouse of the Sacramento Yacht Club is built on a float moored to the river bank. River current reaches 4 knots.





Monsoon II, on her first cruise to the Delta region, enjoys the charming serenity of the rivers after a rough voyage up from Los Angeles.

year. Now the farmers are tapping gas wells from beneath the peat, adding a sizeable amount to their income tax. Irrigation is never a problem here. River water seeps into the lowlands of its own accord and pumping rigs remove any excess.

As far north as Sacramento and east to Stockton, there is a tidal rise and fall of one to two feet although the current goes downstream at all times. Salt water reaches upstream only as far as Port Chicago, although terrific storms off the coast near San Francisco once drove it up as far as Antioch. Currents at Sacramento and Stockton, during full ebb tide, will reach two to four knots.

Near sundown, we turned off the Sacramento River at Sherman Island, taking a southeasterly course toward Antioch on the San Joaquin River. Three miles beyond Antioch we watched carefully for the 90° turn into the marina. We draw 7½′ so we were relieved to see our Bendix depth recorder report two fathoms under our keel as we turned into the narrow marina entrance.

The establishment has covered slips for 170 cruisers. Fuel, electricity and water are available alongside and there is a restaurant, built on a large barge, with exceptionally fine food.

Earlier in the day we'd had a special type fuse go out and Monday morning one of the men at the marina volunteered to go into town to get us a new one. This graciousness was typical, we found, of the delta dwellers.

We left the marina in midmorning, Monday, and backtracked down the San Joaquin to the slough connecting it with the Sacramento River. There we turned northeast, bound for Walnut Grove and Locke, which border on the so-called "Everglades of California." It was a beautiful autumn day with just a bit of crispness in the air. Duck blinds dotted the sloughs and patient fishermen waved lazy salutes from shore.

Often a turn-of-the-century house, rococo and gabled, stared with empty windows at our passing ship. We wondered about the stories some of these old places could have told of the gold rush days, what they could have revealed of the river town's gambling halls, and the Hindus who came without their women to settle here and share-crop with Chinese, Japanese and Indians who toiled for the early white settlers.

At Walnut Grove, we tied up to a splendid 70′ float, well-fendered, right at the center of town. The moment we had made fast a cat jumped aboard! This was Phyllis, who promptly adopted us and made herself at home in the most comfortable chair in the ship's lounge.

Ashore, we met Ferd Steiner, the hardware store proprietor, who offered to take us through the "Everglades" in his 35-hp Evinrude-powered runabout. Since the water gates into this area had recently been closed to prevent crop-flooding, we would not have been able to take our own outboard through from Walnut Grove. Mr. Steiner kept his boat on the slough side, behind the water gates.

Along the major rivers, Army engineers cut away decaying trees to facilitate navigation, but in the "Everglades" one cruises (*Continued on page* 155)

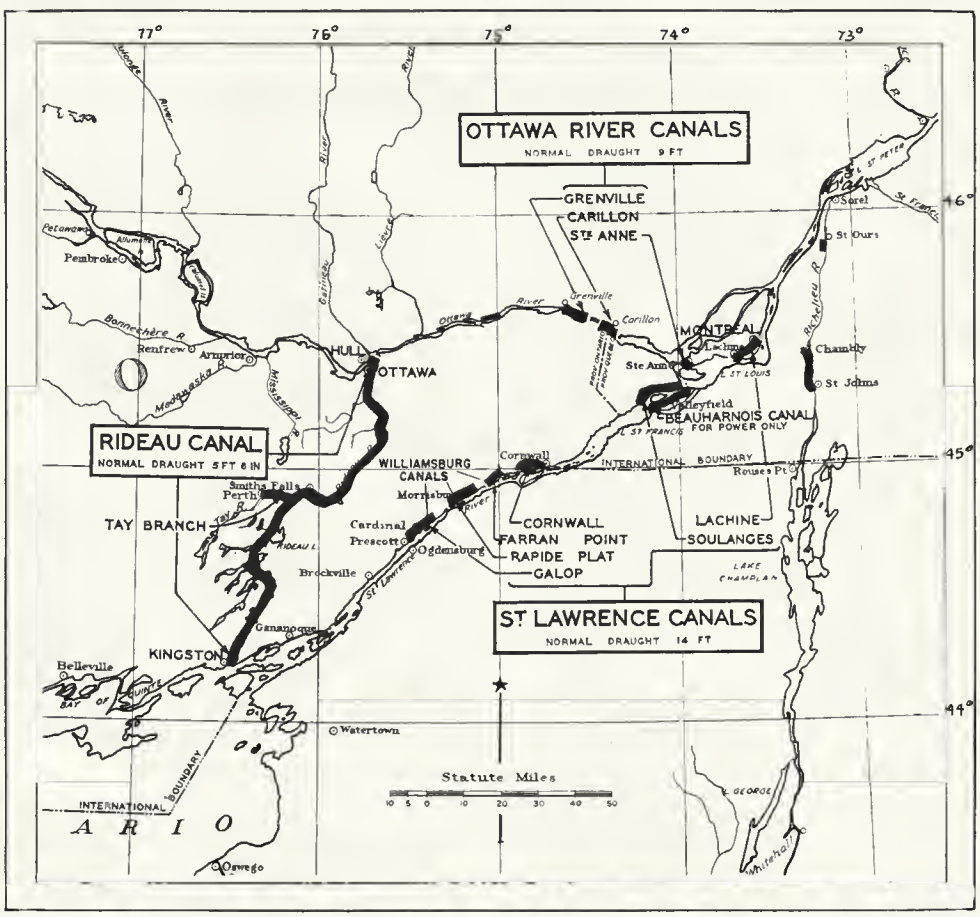
Locke, at one time, had been a Chinese settlement, roaring a century ago with gambling, opium dens and Tong wars.





CRUISING "FOREIGN" – ON FRESH WATER

Ontario, just across our northern border
within easy reach of ports
below the Great Lakes,
offers unique cruising opportunities . . . . . By WM. H. KOELBEL



Kingston, Ottawa and Montreal lie at, or near, the apexes of Ontario's "great triangle" cruise. Easy of access from both the northeastern and southwestern extremities, the "triangle" traces its course through the Ottawa and St. Lawrence valleys, joined at the west end by the Rideau Waterway. The view, top left, is characteristic of conditions on the Trent.



Photographs by Ontario Dept. of Travel and Publicity

Never cruise Canada without a camera! In this exceptional shot, the photographer framed vacationing crews in a fisherman's net drying on a reel at Rossport on the north shore of Lake Superior . . . and came up with a salon print.

HAVE you always taken it for granted that a "foreign" trip was outside the scope of your cruising limits? That your boat was too small, time too short? Or that the first stage involved a rough ocean passage? Not necessarily.

Just across our northern boundary lies an area rich in cruising attractions, awaiting exploration by large and small craft alike. True, the Great Lakes do constitute a major portion of the border with Ontario, and these are bodies of water to be reckoned with by small boats. Nevertheless, there are avenues of approach by water as protected as our own Intracoastal Waterways. Beyond that, in this day of trailer-borne outboards and small inboards, few spots in the neighboring Canadian province are too remote.

During the past decade, as boatmen have become aware of Ontario's attractions, there has been a steadily increasing flow of pleasure craft traveling north. High on the list of reasons why American yachts cruise to Canada is, of course, that boatmen like the idea of having cruised in "foreign" waters. That explains why many a cruise with Lake Champlain as its primary objective has been extended, even if for only a day or two, into the Richelieu River and Canadian canals.

This, however, is only one of the motives drawing yachtsmen north, as surely as the compass needle seeks Canada's magnetic pole. For Ontario's waterways are strategically located within easy accessibility of the great concentrations of pleasure craft on the Great Lakes, in New England and along the Atlantic Coast. On the Lakes, cruising boats have but to cross the mid-lake international boundary and they are "abroad." To the east, the Hudson valley and Erie branch of the Barge Canal link a fresh-water paradise with coastal routes in tidal waters.

Except for the fact that Ontario's waters are uniformly fresh—which in itself constitutes a unique experience for old salts from the coast—the keynote of a Canadian cruise is diversity. For those who prefer open expanses of water and far horizons (and whose boats and seamanship are equal to it) the cruise from Montreal to Duluth is roughly the equivalent, mileage-wise, of the run from New York to Florida. And, weather-wise, it may well be a test of vessel and gear equal to the Atlantic Coast run—off shore. Considering their vast extent, some of the lakes (Erie, for example) are very shallow and when the wind starts to build up a short, steep, breaking sea, it's no place for any but able craft. Ontario's fresh water coastline extends for more than 2,000 miles, with endless variety from sandy shores of eastern lakes to the rugged cliffs of Superior.

The reverse side of Ontario's waterways picture, though, reveals a great network of placid (*Continued on page* 127)



Commodore Harold S. Vanderbilt is shown at the helm of his 12 meter yacht Vim with which he swept up many English trophies in 1939. The boat, shown below, is a candidate for the America's Cup defense in 1958. Olin Stephens designed it.



World's Fair attracts thousands of yachtsmen.
Racing gains in interest and excitement.
Star Class sailors had to flee when war came.

1939: SUNSHINE AND SUBMARINES

By MAXWELL C. WHEAT, JR.

50 YEARS
OF MOTORBOATING

(PART TWENTY-EIGHT)

FOR boating—and for everything else in 1939—the clouds of war had appeared in the east. But for the most part, the sun still shown from above and Flushing Meadow was radiant with promise of the future as the New York World's Fair attracted millions, including thousands of yachtsmen who came by boat. In Germany, however, Star Class sailors had to scatter quickly as the storm broke—but not before Germany's Walter von Hutschler again won the championship with his seemingly invincible, state-owned Pimm.

Yet, on this side of the Atlantic the clouds appeared far off—and looked as though they would even pass by on the edge of the horizon. Understandably, Americans were in no mood to look long on the dark side. Having crawled back from the abyss of depression, they were looking forward to the bigger and better tecbnological things promised by a growing industry. There was plenty doing in boating that year. One company brought out a line of small steel boats. And other companies increased the use of plywood which held out great possibilities for lighter and faster boats.

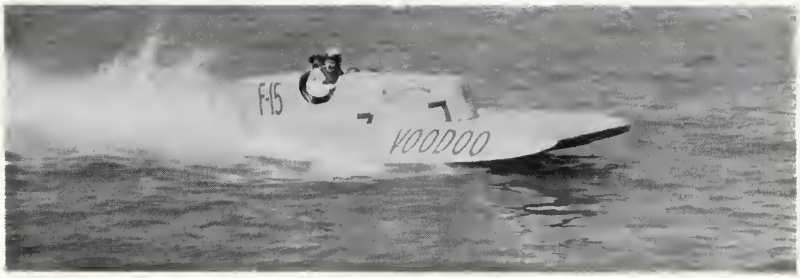
For yachtsmen, the principal news from abroad concerned the American sailing victories in Finland and England—particularly the latter where Commodore Harold S. Vanderbilt with his 12-meter Vim was sweeping up much of the royal silverware. However, Britain's greatest threat didn't come from across the Atlantic—but from across the Channel. And they came up with their fast, new, triple-screw M.T.B. No. 22, a motor torpedo boat that "fairly leaps ahead at the touch of her throttles."

But a chill had been felt in the American air. Although most chose to ignore it, the government was getting out its bullet-lined, war-winter coat—just in case. Congress passed the Coast Guard Reserve Act to enlist boat owners and their craft for auxiliary service. At first most of the literature dealt with such activities as patroling regattas, disseminating information, and promoting safety at sea. But the real impetus behind the bill lay in the possible need for skilled boatmen and their seaworthy craft for wartime duty.

It was probably with more than the usual formality that President Franklin D. Roosevelt sent a telegram of congratulations to the United States Power Squadrons which celebrated their 25th anniversary. An article in



Three world records in a single day. That was the spectacular achievement of S. Mortimer Auerbach, driving his Emancipator VII, at Miami, Fla. Records were for 24 miles, and distant records for one hour and three hours.



Voodoo was a novel form of the 225 hydroplane built and owned by Chauncey Hamlin, Jr., of Buffalo, N. Y. It embodied a novel three-point suspension method and ran up to 66.176 mph.

PHOTOGRAPHS BY MORRIS ROSENFELD

the November issue of MoToR BoatinG on "Motor Boats for National Defense" reported that "The Navy has a keen interest in the work of the United States Power Squadrons because crews (for coastal patrol craft) must be developed from motorboat owners and small boat operators."

Despite the war chill, the yachtsman at the helm of our Ship of State could still only shout the commands of a fairly pleasant summer day's sailing. This he did in his much publicized promise not to send American boys overseas. Yet, when Congress failed to provide for motor torpedo boats in the Naval Appropriations Bill, President Roosevelt asked for a special 15-million-dollar appropriation. He used this to finance the motor torpedo boats for which, it was said, he made the original rough sketches on White House stationery.

Outwardly, life went on as usual. The boating world planned and conducted its regattas—in fact, if anything, the racing seemed to be more exciting. But it suddenly all seemed to be projected against a different background. It was as though a new scenic backdrop—a rather ominous one—had been lowered on the stage. Yet, the same act continued.

A southern correspondent, for instance, wrote late in the year that "In spite of the war activities and with the report of British destroyers seeking enemy merchant vessels off Havana and the further report of German submarines near the Bahamas, plans for the winter's cruising races have gone steadily forward."

Mooring facilities constructed especially for the World's Fair attracted yachts from all parts of eastern America. They were brought by ocean, river and canal. Flushing Bay, where accommodations were provided for some 300 boats of all sizes, had in the 1880's been the scene of considerable boating. But the bay had been allowed to deteriorate for many years until dredged for the Fair. These improvements were made permanent.

Yachtsmen—and would-be yachtsmen who had come by train, bus or car—made straight for the big 53-foot Elco yacht exhibited by the Radiomarine Corporation of America. Capable of 26 mph and able to accommodate six persons and a crew it was purchased later by Howard Johnson of restaurant fame. But during the first two and a half months at the Fair, more than 823,000 persons visited the nautical show piece—at that time, probably the greatest number of persons ever to have set foot on any pleasure craft. And more than three million questions were asked.

The men were impressed by the latest in equipment, especially the devices for communication and safety like the radio direction finder. Many for the first time heard a conversation with a ship at sea over the RCA ship-to-shore radio telephone. Women were entranced by the spacious sleeping and lounging accommodations as well as the modern galley.

As one report said at the time, "30 per cent of the male visitors express an ambition to own a boat sooner or later, and about 80 per cent of the children demand that their fathers buy one immediately."

Not all the new developments were unveiled at the Fair. One boat-building firm came out with a line of small,



In the shadow of the Capitol dome at Washington, Miss Canada III, driven by Harold Wilson, shoots across the finish to become the first Canadian boat to win the coveted President's Cup.

steel-hulled inboard and outboard boats as well as rowboats. In this country the use of steel had largely been limited to big craft like cruisers. In Holland, however, Dutch shipbuilders had been making small steel boats for years.

The American company pointed out that the steel hulls, being practically puncture-proof and lacking seams, for the most part eliminated the problem of leaking. They also emphasized the argument that the metal lent itself to streamline design.

There was a surge of interest in the use of plywood for boat construction. It was argued that plywood had strength and yet was light-weight. Having already been used to a large extent for cruisers and small motorboats, the sailboat industry appeared to be on the verge of utilizing it where possible.

A further development which seemed to hold great possibilities for the industry was molded plastic plywood. It involved a molding over a standard prepared form of a complete hull—or in the case of larger boats, over two separate half-hulls.

The process was considered relatively simple. It didn't require much skilled labor or time. Yet when finished, the hull of the boat was said to be tough and resilent. As an article in MoToR BoatinG predicted, "It would seem that before long this new method of construction will supersede all of the more cumbersome methods now used in the boatbuilding industry for small craft and possibly include larger craft as well."

This was clearly a period for change and experiment. This was reflected in the design of Commodore Vanderbilt's Vim. In fact, an innovation in this boat reflected the persistent interest in aviation principles and how they might apply to yachting.



Clayton W. Bishop became the first driver to repeat a victory in the difficult Albany-New York Marathon on the Hudson River. For his second triumph he won the coveted William Randolph Hearst Trophy. He first won in 1936.

The boat was designed by Olin Stephens and a durable boat it was (or is) because in 1958 it is in the running for the chance to defend the America's Cup. Stephens' interesting departure from orthodox practice was something called a rudder tab.

Borrowed from aviation, the idea was tried for the first time on a sailboat. It consisted of making a small section of the after edge of the rudder adjustable and operating this flipper from the cockpit. It was theorized that by swinging the tab in the opposite direction from that in which the rudder itself turned, pressure on the helm caused by the boat being slightly out of balance. could be appreciably eased.

And if this didn't work, the tab could always be locked into place so no harm could be done by giving the device a try.

(Continued on page 102)

A sailboat is basically hull, mast and sails. Yet, how different one is from another. This was well illustrated by these boats in the 1939 *N. Y. Y. C. cruise; Marconi-rigged sloop, Actaea; the gaff-rigged schooner, Cleopatra's Barge II; the full-rigged Seven Seas.*





A "flock" of Pelicans take off at the start of the 1957 National Championships held at the Miami Yacht Club.

THE PELICAN . . . . newest racing dinghy

By KAY GLANDER



Pelican's roomy interior has space enough for skipper and one-man (girl) crew abaft the daggerboard trunk.

★ SPECIFICATIONS ★

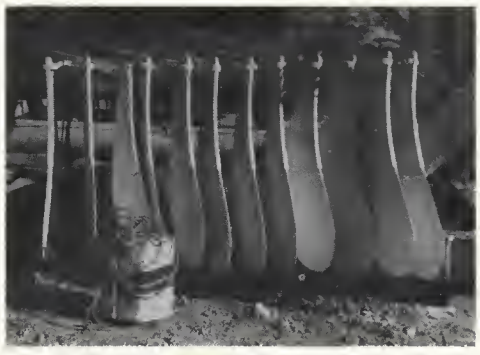
LENGTH	11 FT. 2 IN.
BEAM	4 FT. 7 IN.
WEIGHT	140 LBS.
SAIL AREA	62 SQ. FT.
DRAFT	6" With Board: 2 FT. 6 IN.
MAST	17 FT. 6 IN.
BOOM	8 FT. 6 IN.

NEWEST class of racing sailboats to join the nationally recognized roster is a saucy little sailing dinghy called the Pelican. Scarcely three years old, this Miami-born baby, among the racing groups of Snipes, Thistles, Bantams and Blue Jays, already has 77 boats sailing in a set of five full fleets as well as single boats scattered throughout the United States.

Three of the fleets sail on Biscayne Bay, from Miami Yacht Club, Coconut Grove Sailing Club, and Coral Reef Yacht Club. Another is in the Vero Beach-Melbourne area. The fifth is on Buckeye Lake in Ohio. Fleets are coming into being in Jacksonville, Cleveland, Memphis and, don't laugh, Fort Wayne, Indiana. The fact that there is not enough water in or near Fort Wayne large enough to sail a good-sized model is no deterrent to a determined Pelican owner. He simply hoists his boat to the top of his car and takes a fishing or sailing trip to the nearest body of water.

There is a Pelican on the South American waters of Palmar Lake near Caracas, Venezuela. William Walker, fleet captain of Erie Yacht Club, owns a flame-and-yellow Pelican that can be seen (and how!) a mile out on the lake. Pelicans were launched on Chesapeake Bay and Barnegat Bay this summer. Pelican kits (*Continued on page* 168)

With the WINDJAMMERS



By EVERETT B. MORRIS

HAROLD Boericke Jr.. a young Washington, D. C., naval architect whose duties in the Navy Department's Bureau of Ships have by no means dulled his imagination, has proposed to MoToR BoatinG the idea of conducting a series of field laboratory tests to determine the relative speeds of different types of sailing yachts under the same weather conditions.

What he proposes, in effect, is a "put up or shut up" regatta in which representative boats from a number of classes which are wont to boast about the speeds they attain under planing conditions, be put through a series of time trial runs over a measured nautical mile course in a solid breeze of wind.

Ideal conditions, of course, would be something in excess of 15 knots on the beam or a shade abaft of it, and not too much sea. The trick is to find a nice protected body of water where such conditions are normal in the early autumn and there exists a friendly yacht club that would be willing to assist in the project.

The underlying purpose of such a series of speed tests under sail is not so much to establish exactly how fast Class E scows, catamarans, 5-0-5's, International 14's. etc.. can go against the stopwatch—as opposed to the enthusiastic estimates of class missionaries—but to gain knowledge that could lead to the development of small sailboats capable of much higher top speeds.

Boericke suggests, as a starter, limiting the contestants to boats of 25′ overall length, breaking them up into five categories: scows, dinghies, sailing canoes, catamarans and hydrofoils. awarding a prize in each group and one grand trophy.

Let's turn the deck over to Boericke for a while and let him outline his ideas:

"The development of new designs and new types of sailboats is specifically encouraged by a venture of this sort. A main objective would be to coax old and new ideas out of hiding, put them into construction and give them a baptism of fire.

"Class boats which compete should be allowed some changes which would enable them to reach their best speed without radically altering their characteristics. For example, they should be allowed to carry any number of crew, to strengthen the rig in order to sail in very strong winds, and to carry trapezes or sliding seats. They should not, however, be allowed less than the minimum class bull weight, or to carry other than class sails.

"The trials should be held preferably in localities noted for reliable strong breezes. San Francisco Bay, Florida East Coast, Great South Bay and Buzzards Bay suggest themselves. Other places on the Eastern seaboard may be suitable during the late fall season of October 15-November 15 when nor'westers are more frequent. Breezes of greater than 15 mph are highly desirable with strengths of 20-25 knots being the best of all. Some records may well be set by daredevils sailing in winds stronger than this, under conditions which are an excellent test of the boat and her gear. Such sailing, even to destruction, should not be discouraged as it is the ultimate test of sailing techniques and designs.

"A perpetual Grand Trophy awarded annually would have the best chance of giving continuity of challenge to sailors and designers. The administration of this could be entrusted to a specific yacht club, to a standing committee of such an organizaion as the North American Yacht Racing Union and to the sponsorship of a national magazine such as MoToR BoatinG.

"In any case, the latter should be done, being the only way to promote such races on a scale wide enough to encourage effective competition. This idea has been tried out in Great Britain with considerable initial success but little continuity. To my knowledge, one such trial was carried out in 1955. Improving the breed by stringent tests to achieve top sailboat performance, can only be done by a continuing effort and promotion. A one-shot job will not give the desired result.

"Time trials measuring a maximum speed are not a substitute, but an adjunct to mixed triangular racing such as One-of-a-Kind series. Development of all-round ability is certainly a valid goal for sailboats, but I believe that a surpassing performance is best developed by concentrating on increasing top speed.

"As for my part in this, I expect to be a contender, as I am building specifically for this racing the 18′ catamaran Wind of an Arrow. If I discover some enthusiasm I will also put up a trophy."

Mr. Boericke's project interests this department very much, not only for the fun possibilities inherent in such a test of speed—fun for spectators, officials and contestants—but because it should produce something of value in the way of lessons about sails, rigging, hulls, wave forming action, etc., which can be learned better in open wind and water than they can in towing tank and wind tunnel.

If anyone else has any ideas on the subject, we'd be very glad to consider them.

COMMODORE VINCENT MONTE-SANO was re-elected for a second term as head of the Storm Trysail Club, whose big Bermuda year activity will be sponsorship of the race around Block Island over Memorial Day week-end. Daniel D. Strohmeier is vice commodore, Edward R. Greeff rear commodore, Joseph W. Walden *(Continued on page 160)*



Photograph by Doug Kennedy

CHAMPION AT WORK

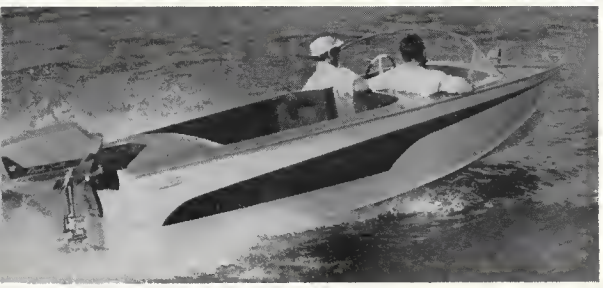
Mrs. Pat Duane of Delray Beach, sails through a smother of white water on Biscayne Bay to the Florida State Moth Class title.



1



2



3



4



5

TRACKING THE INDUSTRY

1. *Borum Boats,* *of Jacksonville, Florida, introduces its* 17′ *Voyager for the new year. Aside from the wrap-around cabin window and the protected helmsman position, the cruiser is equipped with optional toilet facilities, two swivel chairs in the aft cockpit, a folding top and ample stowage compartments. The Voyager series is designed to accommodate engines of up to* 80 *horsepower.*

2. *Bowman Manufacturers* *of Little Rock, Ark., and Lake Providence, La., offer new tooling, new engineering and new designing in their* 1958 *line, which features fiberglass, aluminum and wood runabout and utility outboard boats. The model pictured above is Bowman's Mach* 92.

3. *Rockholt Boats* *of Marysville, Cal., incorporates a plastic overlaid marine plywood in the construction of its craft for the sides and bottom. In the* 14′ *and* 16′ *Comanche series (above) the decks are mahogany and hardware all chrome. Another new Rockholt model is the* 18*-foot Overnighter with sleeping accommodations for two.*

4. *American Steel Yacht Co.'s* *American* 31 *has a U. S. Steel Cor-Ten hull; Philippine mahogany cabin, superstructure and interior; a* 12*-volt electrical system, and a twin screw installation. The boat shown here is equipped with two Chrysler Crowns and has made a top speed of* 28 *mph on test runs. Company is at Roslyn, New York.*

5. *U. S. Rubber Co.'s* 14*-foot runabout shown here is one of muny test boats specifically built to test the qualities of Royalite, a tough, rubber-plastic blend from which the test boats are fashioned. It is impervious to rot, rust or corrosion, has integral color and excellent weathering properties. Although U. S. Rubber does not plan to manufacture the boats, it will fabricate hulls, decks and other component parts for boat builders.* (*See details, page* 141)

6. *Correct Craft,* *Orlando, Fla., presents their* 17′ 6″ *Acqua Skier for* 1958. *"With sturdiness and top performance already a feature of the line," says Ralph Meloon, Correct Craft president, "we're making high styling to*





5 6





7 8

PLASTIC, WOOD, METAL, NEW LINES, NEW TECHNIQUES, BIG, SMALL, POWERFUL—

That's what boating will offer its 1958 *consumers*



10

match high performance our new motto." Correct Craft has been chosen the official boat of the Cypress Gardens water ski champions, held at Cypress Gardens, Florida.

7. *Carver Boat's* *18′ Commander with a molded mahogany hardtop. This boat features a 12-ply inner-stress bottom which eliminates stringers, ribs, transom knees, floor boards, and all fastenings through the hull. Standard equipment includes bunks for two, self-draining motor well, and running lights. Address is Pulaski, Wisconsin.*

8. *J. Irving Grant* *of Forked River, N. J., designed and supervised the construction of Frank Wilbert's new Cigarette, a 36′ 6″ by 12′ 2″ cruiser with a 3′ 4″ draft. She is planked with Jersey cedar and fastened with Anchorfast Monel nails. Power is supplied by two Chrysler Crowns with 2.56 reduction gears turning 20 x 20 Columbian wheels. Goodrich Cutless bearings are used in all struts. Equipment includes a 65-watt Apelco radio, a Bendix Depth Indicator, Mile Ray searchlight, and Strombos horns.*

9. *Bayhead Skiffs,* *a subsidiary of New Jersey Yacht Sales, Point Pleasant Beach, N. J., is stressing its 35′ Express Sportfisherman (above) for 1958. Reported to be capable of 37 mph with two 225-hp Chrysler V-8's, the craft sleeps five, has a white-cedar lapstrake hull fastened with copper rivets and Everdur bronze screws throughout to steam-bent white oak framing. The engine beds are bolted to heavy oak stringers; beam is nearly 12′, with all-teak neoprene-sealed strip decking, teak guardrails, Monel tanks and shafts, and a Monel fish well built-in flush under the self-bailing cockpit. Bayhead also announced that it will introduce a 28-foot utility, the Junior Sportfisherman.*

10. *Microplas Limited,* *The James Estate, Mitcham, Surrey, England, is the manufacturer of this car-top 60-pounder. It made its debut in the recent National Boat Show in Britain. Made of fiberglass, it is 7′ over all with a 3½′ beam, and powered by an outboard motor. The craft is known as the Microboat. Her builders state she seats two.*



Porpoise represents just about the ultimate in simplicity in the design and construction of a practical little pram in which youngsters can learn to sail.

PORPOISE

An eight-foot pram planked with fiberglass sheet

By ***ROBERT J. SHEKTER***

IN order to locate Porpoise in time and space, let's probe the background of River Rats, of Fairhaven, New Jersey, for whom she was designed.

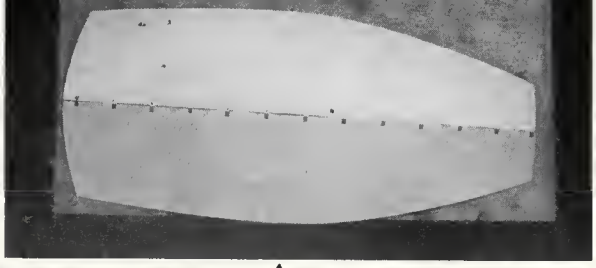
The parents of Fairhaven, united under the name Dad's, Incorporated, were at a loss to find a suitable recreation area for their children. Children too young for Scouting, or whose ages fell in the limbo between intermediate and senior scout activities, had nowhere they could play. And after three months of community survey, no answer had come up. The Navesink River lay temptingly at hand, but cautious parents feared the dangers of boating among inexperienced juniors, and it fell to Walter Isbrandtsen to put River Rats under way.

Walter Isbrandtsen, parent, official of Isbrandtsen Lines, and Master Mariner, is a young and pleasant dynamo. He set himself some clear, well-founded goals: in opening the world of water to the child, he could teach him self-reliance; at the same time the children learned respect for the river, they acquired respect for one another; and, by community learning and playing, parents and children grow naturally closer to one another in a sport which is vast enough to interest all the ages all their lives. This goal of a more closely knit family is evidenced in the single rule for admission to River Rats: the child must have an adult supporter.

Some years ago, a child fell into a canal on a South Florida estate. The child drowned, and the estate owner had the entire canal filled in to prevent a recurrence of the tragedy. An intimate of mine remarked, caustically, that on that sort of logic, it was fortunate the child hadn't fallen into the Atlantic. Walter Isbrandtsen has dealt with the problem in the only intelligent way: since he can't make the river safe for the children, he makes the children safe for the river. Classes are held on the subjects of seamanship, water safety, nautical rules of the road, piloting, winds, and weather. While the fundamentals of each of these subjects is applicable anywhere, special emphasis is placed on factors immediately concerned with the river, such as local wind changes and what weather they may bring. When the children are tested in each course, the fathers are tested, too—a clean and subtle assurance of increased safety on the water.

One cloud lay on the horizon of this work. The children, already burdened with schoolwork and work at home, were overpressed by extra classes, so Walter Isbrandtsen decided to hold back lectures until spring, and as a goal to keep River Rats together through the winter months, the club began a boatbuilding project. They

Right: First step in the assembly af parts following preliminary shaping and sanding along edges which will be bonded, is clamping af two bottom sheets along the keel line. Clamps are aluminum.



Below: Basic hull shell, with battom and side planking and transoms, assembled and ready to receive the interiar members.



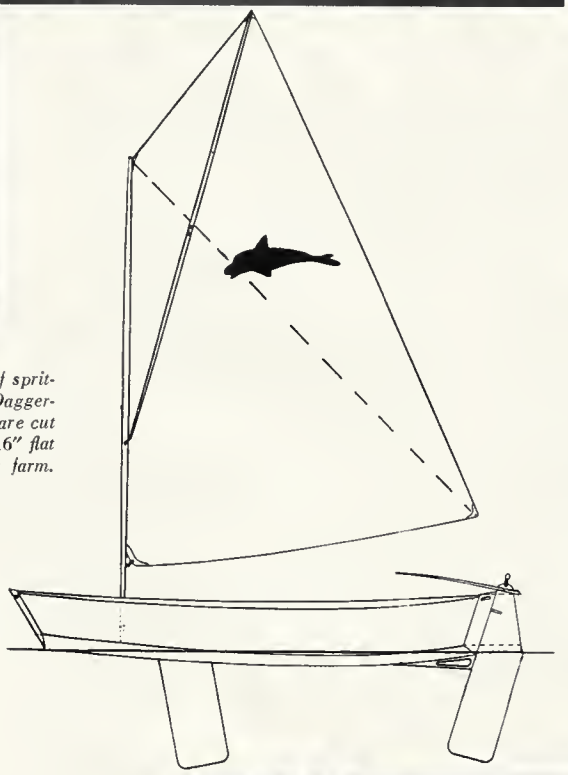
obtained 20 molded hull Indian Scouts, 12½ boats in which they fitted stringers, frames, floors, trunks, and decks, then finished the spars and did their own rigging. At the same time. they refinished two old rowboats and made up an 80′ floating dock. Everybody worked on every boat, then they drew lots to see who would get which. But instead of the cloud fading from the River Rats' horizon, a heavy squall began to form. The fathers became so interested in the work, the children rarely got to use a tool; and the mothers, already deprived of their youngsters, were further pained to find their better halves completely absorbed in the project.

Quick remedies were needed to placate the ladies, and intelligence and fortune conspired to time the crisis to Valentine's Day. The Isbrandtsen home was converted to a banquet hall; Dads did all the cooking and serving; no lady sought a cigarette but a dozen male hands thrust matches at her, and corsages and "I LOVE YOU" signs finished turning back the storm. The party ended the next morning, leaving the ladies suffused with good will and romance, and the Isbrandtsen homestead short one porch column.

In the spring, following the Valentine party, Walter Isbrandtsen was petitioned by fifteen mothers of River Rats, who asked him to enter them in the same courses as the youngsters and their Dads. It was not only the desire to learn sailing that brought about this action. The mothers felt that they could understand and encourage this activity more fully if they became a part of it themselves. Now there was high competition among members of each family to see who would get the boats. Walter scheduled

(*Continued on page* 139)

Right: Sail plan of spritrigged Parpoise. Daggerbaard and rudder are cut from pieces of 3/16″ flat fiberglass in sheet farm.



Right: At this stage, transams are clamped into place. Clamps will be remaved after taping is finished on interior. Below: Dressing the skeg.





REPAIRS TO MOLDED PLYWOOD

Answer to Prize Contest Question published in the December Issue—The Question: Describe and illustrate methods of making repairs to damage in the planking of a molded plywood hull.

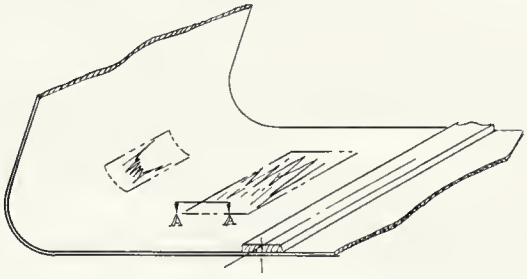


FIG. 1

Figure 1. As the first step in making a repair to a fracture in molded plywood, a rectangular hole should be cut out to remove all the damaged wood, but no more wood should be removed than is necessary.

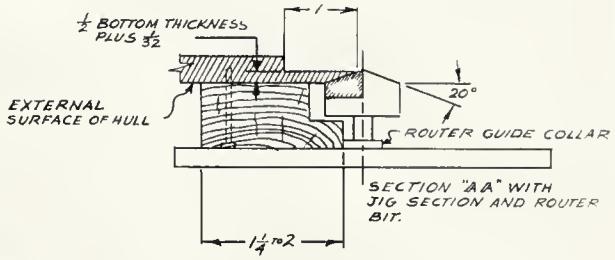


FIG. 2

Figure 2. The second step involves the chamfering of an edge around the hole on the external side. Then a rabbet is cut on the inside, 1 inch wide and deeper (by 1/32") than one-half the plank thickness.

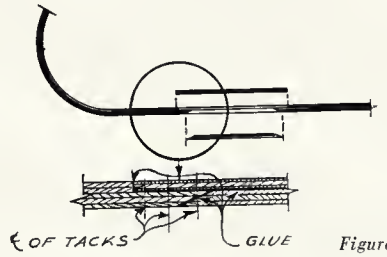


FIG. 3

Figure 3. Inserts are made of aircraft plywood to fit the rabbet and the chamfered exterior part of the opening. Inserts are double-fastened with glue and tacks.

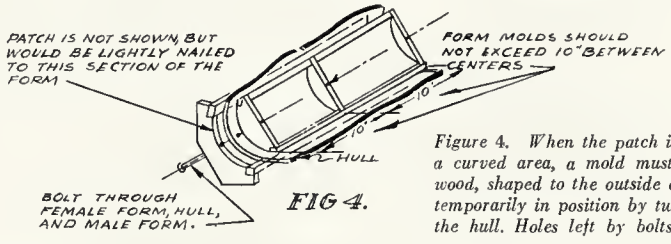


FIG 4.

Figure 4. When the patch is to be applied over a curved area, a mold must be made of scrap wood, shaped to the outside of the hull and held temporarily in position by two ¼" bolts through the hull. Holes left by bolts are later plugged.

THE successful repairing of molded plywood boats requires a little more skill than that of repairing developed line plywood hulls. Frequently the damage will be on a curved surface which will require a simple mold to restore the original shape to the hull.

The method of preparing the damaged area for a patch is the same for the straight or curved surface. This preparation can be greatly facilitated if the repairer has a portable router, or perhaps, can rent one. The time to make the repair will be reduced 60% with a router, and the accuracy is generally superior. It will be assumed the router will be used and if not, the same operation can be done with a sharp chisel and a simple depth gage.

The first step is to lay out a square or rectangular hole to remove the damaged and delaminated wood. The direction of the layout is important when a curved surface is being repaired because the repairing material will not bend in compound curve. A stiff piece of cardboard will help in choosing the direction of the layout. Cut the cardboard to the approximate size of the damaged area. Place the cardboard on the undamaged external side of the boat in the same area. In one position this cardboard will form to the hull easiest and that will be the correct direction. Cut the hole as small as possible and remove all the delaminated plywood.

The second step calls for a simple router jig to cut a chamfered edge around the periphery of the hole on the external side. The depth will be 1/32" greater than half the thickness of the hull. (Most molded plys are made up in 1/16" laminated thickness.) See Fig. 2 for router bit shape and jig strips.

The third step, unfortunately, can only be done by the router in the areas where the surface is reasonably flat and not too near the keel. Use the router if at all possible. This rabbet should be one inch wider than the inner edge of the external chamfer. If the router can be used again, make a simple jig from strips of wood and adjust to 1/8 for 1/4 bottom, 3/16 for 5/16 bottom, and 1/4 for 3/8, 7/16, and 1/2 bottoms. When the router cannot be used, use a sharp chisel and depth gage to make certain you keep a uniform depth. It is best to have two chisels available because all molded plywood boats have a number of staples in the laminates that were used to hold the strips in place on the original form mold.

The fourth step is to cut and fit the inserts. The best material to use is aircraft plywood which varies in thickness in 1/16" increments.

The fifth step is to secure the pieces in place. When the damaged area is in a flat plane the inner piece is secured with a resin waterproof glue and No. 6 copper tacks 1/16" longer than the bottom thickness. Space the tacks 3/4 to 1" apart, stagger and clinch but do not clinch in chamfered area. Check the external piece and make certain it fits tightly against the chamfered edges. Use plenty of glue and tack in place using same spacing as before. The tacks nearest the edge should go partly through the chamfer. The clinching will draw the patch tight.

When the patch is a curved area, a mold will have to be made with scrap wood. Form the mold to other side of boat in same area. See Fig. 4 for details. Again the inner piece will be glued and tacked into place. Locate the external piece in the female half of the mold, and hold in place with a few small nails. Hold mold in position on hull and drill at least two 1/4" holes through jig and patch in the best locations for pressure application. Glue and bolt through mold. Remove mold after glue is dry and tack around edges as before. The holes left by the bolts can easily be plugged. The mold form will insure a tight, strong, waterproof joint where the bend pressure is greatest on the plywood, and will insure the original curve of the hull.

The last step is sanding, painting or varnishing. The patches will be watertight, strong, and restore the original appearance and performance to the boat.

V. H. VAN B.

FIBERGLASS REPAIR TO PAINTED HULL

WHILE the repair of a varnished molded hull may require professional inlaying or replacement of matching veneer, holes in painted molded hulls can often be repaired with fiberglass material by a method requiring a minimum of equipment and material. Equipment and material needed will be a small electric drill with a sanding disc attachment, sharp knife, scissors, *cheap* paint brush, small quantity of glass cloth, glass mat and fiberglass resin.

First trim edges of the hole to be repaired, removing all loose and badly fractured material. With sander remove all paint from area 2½ to 3 inches from edge of hole, both outside and inside the boat.

Provide temporary backing for the inside of the hole. This can generally be a piece of wax paper, backed by cardboard and fastened to the inside of the hull with cellulose or masking tape. When patching a large hole or working in a place where great hull curvature exists it may be necessary to rough-fit a block of soft wood to fit the inside of the hull. This should also be faced with a piece of waxed paper to prevent patch sticking to it. Block may be held temporarily in place by a clamp, shore to some other part of the boat or by any other means which seems practical.

If possible, roll hull over so that hole is on top and as near level as possible. Fill the hole with pieces of glass mat or cloth, cut roughly to shape, saturating with catalized resin as you go. When this material has been brought up even with the edges of the hole, cover with a piece of glass cloth which has been cut just a bit smaller than the sanded area. Paint down well with resin, keeping this away from paint. Good paint brushes should not be used to apply resin. After the resin sets there is no solvent which will remove it. Cheap brushes should be used and they should be washed in acetone or warm water and soap powder immediately after using.

(Continued on page 98)

PRIZE CONTEST

QUESTION FOR
MAY CONTEST

Discuss a progam for the fitting out of a typical outboard cruiser to ready her for the coming season. Illustrate details where possible.

See page 98 for contest details.

WHAT'S NEW?





EICO'S BATTERY ELIMINATOR, CHARGER



AREOSONIC'S TRANSISTOR RADIOPHONE



THE VERSATILE G19 SPORTSTER BY GRUMMAN



TRAIL-CRAFT'S ALL-IN-ONE BOAT, SUNDECK AND DIVING PLATFORM

IN ELECTRONICS:

Rue Products, 1628 Venice Blvd., Venice, Calif., presents a voltage dropper designed to supply six volts from a 12-volt battery. No rewiring is necessary to install the unit, which measures only 4⅛″ x 3⅛″ x 1″ and costs $4.98.

EICO, 33-00 Northern Blvd., Long Island City, N. Y., is bringing out a new 6-volt and 12-volt battery eliminator and charger for servicing transistorized equipment. To provide the extra filtering needed for the task, the device contains a heavy-duty choke and filter capacitor circuit which takes the full continuous and intermittent rated current output.

Bludworth Marine has added to its array of precision-built electronic equipment a light weight, portable recording depthometer. It weighs less than 40 pounds, has four scale ranges (0-65′, 60-125′, 120-185′ and 180-245′) and an accuracy capability of plus or minus ½ of 1%. A special adapter is available for mounting the transducer to the hull of a small boat.

Bendix Marine radar, model MR-3B, has been developed as a low-cost, compact, easy-to-install unit for yachts where wheelbouse space is at a premium. Many of its features were found formerly only in much larger, more expensive sets. It has a 10″ aluminized cathode ray tube, scales of 1, 4, 10 and 20 miles, a minimum range of 40 yards and requires only 430 watts (4 amps) of power.

Sperry Gyroscope: What may be the world's smallest gyro-compass is being perfected at the Great Neck, L. I., plant of the Sperry Gyroscope Co. The pilot model was shown to the public for the first time at the National Motor Boat Show after a shakedown on Sperry's experimental ship Wanderer. It is only 7½″ in diameter, 9″ high, weighs 12 pounds, and is being developed especially for small boat use.

Aerosonic Corp.: A transistor two-way marine radio telephone that will receive continuouosly for more than a year on a standard 12-volt battery is being offered to the boating public by Aerosonic Corp., Clearwater, Fla. In transmitting, the radio uses only 20 to 50 per cent of the battery consumption of conventional sets. The smallest model (20 watts) transmits 50 to 75 miles.

WITH THE TRAILER SET:

Lone Star Boat Co., which has plants in Grand Prairie, Tex., and Bremen, Ind., has put into its line of five boat trailers, one called Road Mite, designed and engineered especially for 12′ to 14′ boats. It has steel box frame construction, 12-volt wiring and lights and tubeless tires.

What its manufacturer modestly hails as "the most versatile and practical utility and sports item ever designed" will be displayed in the United States pavilion at the Brussels Worlds Fair beginning next month. It is Trail-Craft: a trailer, boat, sundeck, duck blind, diving platform and camp outfit all in one unit. It was designed by Resta S. Gregoire, president of **Trail-Craft Corp.,** Phillipi, W. Va.. for his own use but is now in production. What it looks like is two welded steel pontoons with a seating compartment suspended between them. It uses a small outboard engine for power. It has its own wheel and tongue rig for overland towing.

Improvements in the lock that holds the hitch in extended operating positions have been made in the Retracto Trailer Hitch, according to the manufacturer. **Midwest Consolidated Sales, Inc.,** St. Paul, Minnesota. Any tendency for the hitch



V-DRIVE BY PRECISION GEARS PRODUCTS



PEMBROKE'S LAPSTRAKE EXPRESS CRUISER 25



NORDIC CRUISER DUE TO ARRIVE IN USA



LONE STAR'S ROAD MITE TRAILER

to tip when towing a load around a curve is eliminated with the new locking mechanism. Because the hitch is anchored to the rear cross member of the car frame, as well as to the bumper, it is claimed that no pull or twist is exerted on the bumper.

ABOUT SOME PRODUCTS IN BRIEF:

An anti-fouling, non-metallic bottom paint that can be applied directly to aluminum boats is produced by Duratech Mrg. Corp., Peekskill, N. Y., builders of aluminum-hulled small craft. The paint can be used in either fresh or salt water, the manufacturer says.

D. W. Onan & Sons, Minneapolis, Minn., is adding a new series of water-cooled, gasoline-driven marine electric generating plants to its line for use in below-deck service on pleasure craft. All of the plants are powered by one-cylinder, 4-cycle heavy duty Onan gasoline engines.

A completely new vee drive for marine use has been developed by the Precision Gears and Products Co., of Paterson, N. J., an organization which has incorporated in its product all of the latest aircraft engineering and manufacturing principles. The unit is only 12⅝" high, 13" wide and 12" thick and, with its shaft angle of 11 degrees, attains peak propeller efficiency and boat maneuverability without wasting space. Field tests, the manufacturer says, have shown 15% increases in boat speed over conventional installations as well as quicker acceleration. The drive is lock-wired and sealed and carries a two-year guarantee.

A new boat matting which looks and feels like white rubber but isn't bears the trade name *(Continued on page 71)*



LAPSTRAKE 18', OLD TOWN'S NEW OFFERING

THE OHLSON 35 YAWL SOLD BY GEORGE O'DAY



PUTTING A BOAT SHOW TOGETHER . . . .











Photographs by Ernest Gay



The finished array that is a boat show—any boat show—is usually taken for granted by those who come to see. Few stop to wonder about its behind-the-scenes requirements: hauling boats great distances; bucking metropolitan traffic and wintry driving; maneuvering massive hulls into place; raising towering masts; polishing; painting; tightening. Here, photographer Ernest Gay candidly caught those scenes while the 1958 *National Motor Boat Show was taking shape.*

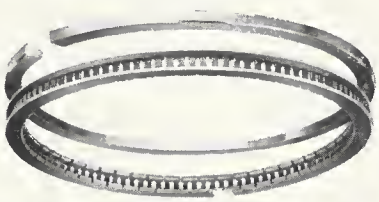


Great season ahead!

Like many a good skipper right now, you're eagerly anticipating a great season afloat. And in your stem-to-stern check, don't overlook the importance of alert, dependable *engine* response.

If new piston rings are needed—do as the manufacturers do! Install Perfect Circle 2-in-1 piston rings—advance assurance of top performance! PC 2-in-1 Chrome sets are plated with thick, solid chrome that resists wear, *more than doubles the life of cylinders, pistons and rings*. Perfect Circles assure positive oil control and sustained power for hundreds of extra dependable cruising-hours.

For *your* marine engines, don't settle for less than Perfect Circle 2-in-1 Chrome piston rings. It costs no more to have the finest! Perfect Circle Corporation, Hagerstown, Indiana; The Perfect Circle Co., Ltd., 888 Don Mills Road, Don Mills, Ontario.



Perfect Circle



2-in-1 chrome piston rings

For safety...for economy



Photograph by H. A. Bruno & Associates

A LOOK AT THE N. Y. BOAT SHOW

By EVERETT B. MORRIS

THE 48th National Motor Boat Show attracted to the New York Coliseum during the period 17-26 January 1958 no less than 389,000 paying clients, dealers' guests, exhibitors, working press pass holders and assorted bearers of Annie Oakleys.

This unprecedented mass descent of boat owners, incipient boat owners, dreamers, sightseers and literature-collectors on those who did or hoped to do business with them, represented an increase of 8 per cent over last year's record turnout.

Impressive as was this demonstration of continuing, growing interest in boating at a time when other activities were complaining of a pinch in their economic shoes, it was merely typical of a burly, bustling, bespangled show that did everything in a big way and set all manner of precedents in the process.

Not the least of these was the announcement of actual attendance figures. Never before had the sponsoring National Association of Engine and Boat Manufacturers produced a box office count to back up its claims of huge crowds; it merely prattled in terms of meaningless comparative percentages, meaningless because the basis of comparison was guarded like the formula for the hydrogen bomb.

Apparently, now that it is 54 years of age, the NAEBM feels that it has attained a position of sufficient stature and prestige in the boating community to warrant the admission that it presents the biggest and best all-around marine exposition in the country and one which widely outdraws and outsells all others.

With respect to sales be it noted at this point that the show management estimated that business done on the Coliseum's four teeming floors added up to $22,400,000 in boats, engines, supplies, equipment and gadgetry. This awesome figure is 12 per cent higher than the record achieved in the 1957 show and amounts to fairly conclusive evidence that if there is a business recession in the United States no one has thought to tell the boating enthusiast about it.

Dealer participation, by the bye, was up 50 per cent and registrations of these gentlemen, who come to see, to ask questions and then to buy for the coming season, covered virtually every state in the Union, most of the Canadian provinces and numerous overseas lands.

This sort of interest, plus the dollars represented by contracts entered into between manufacturers and individuals as well as distributors and dealers, augurs well for the success of the many regional boat shows dotting the spring calendar.

To depart for a moment from the purely commercial aspects of the exhibition, which went together smoothly despite wretched preshow weather and drew throngs regularly in the face of wide fluctuations in temperature and plenty of (*Continued on page* 148)

PERSPECTIVES

By MARK PENZER

From inside MOTOR BOATING's *booth you got a special perspective on the show. If you looked carefully you probably saw that not everything interesting was in the way of rakish lines or gleaming metal or impervious plastic. Oh, those were the big things, all right, each stopping you, shouting at you, demanding your attention: "Hey, Buddy, look at me! I'm big! Or new! Or wrapped-around walked-thru stepped-up and with absorbers to offer you silence or duals to offer you noise!" That's why I said you had to look carefully.*

A little guy with deep-etched wrinkles bit juicily into the butt of a slender stogie. "I want a log book," he said. "A special log book."

"For a special occasion," I shot back, knowingly.

"Yeah. Eighteen years I've been building my boat. This summer I launch her." There was no smile on his lips. Just a trace of something in his eyes. Determination maybe.

"Eighteen years," I said. "Ever think you'd finish," somebody else said. "That's a heap of time," another said.

"Yep," he said, "a heap of time."

In another booth diagonally across and too far away there was this blonde-overlightly composite of curves and angles and ankles. Eleanor Something was her name, It didn't matter. Everybody called her Minnie. A few said Minnie the Mermaid. That didn't matter either. She wore a green bathing suit probably made for someone much smaller. You didn't know if she was inside fighting to get out or outside squeezing to get in. It fit her well. I suppose you didn't have to look carefully to see that.

A lady holding her infant daughter in her arms walked by our booth. Her husband, leading two more children by the hand, followed close behind. "There's the book," she said turning her head back toward her husband and pointing to the blue-covered "Piloting, Seamanship, and Small Boat Handling" that stood five-high on the counter.

"Yeah," her husband said, "good ol' Chapman's," and he pulled the two children up close to his sides as he stopped in front of the pile to leaf through its pages. "Boy, that's the bible," he said to no one in particular. "A man knows what's on these pages, he knows just about everything there is."

"Sir," I chimed in, "a man knows what's on these pages, he knows *everything* there is!"

(*Continued on page* 151)



"Keep one hand for yourself and one for the ship," says Capt. Taylor

"to be sure you come out on top in every situation."

AND, SAY WE, YOU'RE NOT LIKELY TO NEED TWO HANDS TO KEEP YOUR ENGINE RUNNING SMOOTHLY IF YOU RELY ON ESSO MARINE GASOLINE WITH MARNOL. BECAUSE THIS FINE FUEL HAS WHAT IT TAKES TO KEEP FUEL LINES AND TANKS CLEAN – BECAUSE IT PROVIDES SMOOTH VALVE ACTION, FAST WARM-UPS AND EXCELLENT PROTECTION AGAINST KNOCK– YOU'RE ALMOST SURE TO HAVE THAT FREE HAND FOR ANYTHING THAT COMES UP. SEE YOUR ESSO MARINE DEALER BEFORE YOU CAST OFF NEXT TIME. HE'LL BE HAPPY TO FILL YOUR TANK FOR HAPPY CRUISING. WHILE YOU'RE THERE, PICK UP THE LATEST ESSO CRUISING GUIDE. IT'LL BE A BIG HELP IN YOUR NAVIGATION.

PERFECTED BY RESEARCH
PROVED IN PERFORMANCE

ESSO MARINE GASOLINE WITH MARNOL®

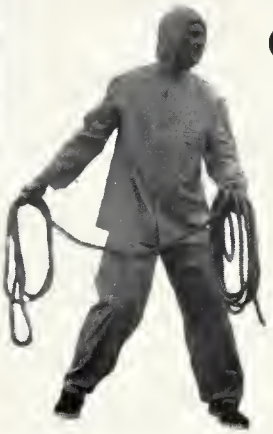
ESSO

MARINE PRODUCTS

Gifts and Gadgets



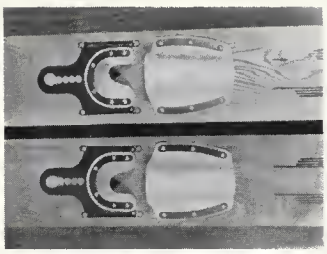
THE TAYLOR MADE SEARAMA BOAT MIRROR



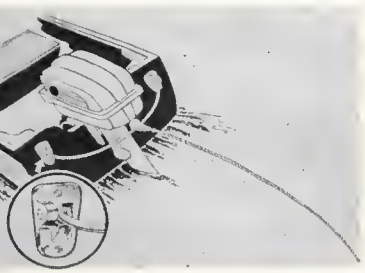
SPERRY'S FOUL WEATHER SUIT



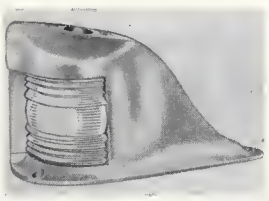
L & R PRODUCTS' PRAM TRUCK



MOULDED PRODUCTS' IMPROVED WATER SKIS



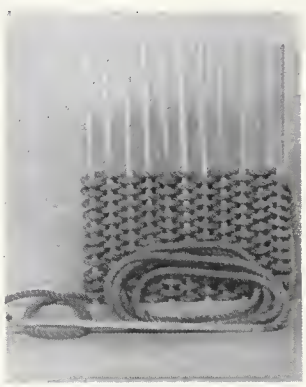
ROLLA-SKI TOW BY DESIGN PRODUCTS



BOW LIGHT BY BOAT LIGHTING CO.



RALPH MILLER'S LEATHER BOAT BAILER



L & R PRODUCTS OFFERS A ROPE LOOM



ALADDIN'S DRINK PRESERVER



RUSSELL'S VERSATILE ELASTIC CORD

Party Favors for Skippers

An inexpensive plastic model of a Star Class sloop under sail has recently become available in many toy stores. Good as a party favor, place-card holder. or even as a memento for each skipper at a Star series, the model is manufactured by Monogram Models, Inc.. Chicago 32, Ill. Ask for Plastikit PB-16.

Portable Table and Chairs

Morsan Tents, 10-27 50th Ave.. Long Island City 1. N. Y.. offers a folding table and seat combination that folds into a self-contained carrying case and weighs 32½ lbs. It serves equally well for the inboard cruiser cockpit or setting up on the beach when the outboard cruiser pauses for picnic time. It can double for bridge at home when the boat is laid up for the off season.

Don't Throw Away Old Rope

L and R Products, 52 Lake Road, Framingham, Mass.. have come up with a way of using tired running rigging and dock lines. or putting new line to work in a different way. It is a rope loom for weaving new or old rope into mats. fenders and so forth. The loom stows in a 3 x 36 in. case, weighing 4 lbs. Price is $6.95.

Do-It-Yourself-Refinishing

Boat refinishing and maintenance is now on the Do-It-Yourself market. Nufin, which its manufacturers claim will restore any painted, varnished or lacquered surface, has been developed by Jiff Chemical & Manufacturing Co.. 2925 Highway Seven, Minneapolis 16, Minn. The Kit contains all the ingredients needed to do a (*Continued on page* 135)

STEEL
gives you these extra features in every Roamer

SEAWORTHINESS
Sea raugh? Yau'll marvel at haw Roamer's STEEL hull knifes smaathly thraugh the crests with full cantral at the wheel . . . virtually na paunding.

STRENGTH
Yau quickly agree this taugh STEEL hull with its rigid steel members affards amazing strength and impact resistance . . . and lifetime durability.

QUIET
The smaath, quiet way Raamer performs is a pleasant surprise, made passible by completely insulated hull and engine campartments, and rigid hull canstructian.

LOW UPKEEP
Yaur dealer will explain haw Roamer's STEEL hull salves all dry rat and barer prablems; eliminates castly hull repairs and cuts maintenance expense.

ROOMINESS
Step inta the cabin and natice the wide walk-araund areas, the extra head raam and added living space . . . all passible because af Raamer's STEEL canstruction.

NEW FOR '58 . . . A complete line of steel cruisers 25' to 42', nine different arrangements, and power options to 550 h.p. Write for our new 4-color booklet showing the 1958 Roomer cruisers.

your first Roamer ride sells you on Steel!

NEW STEEL ROAMER

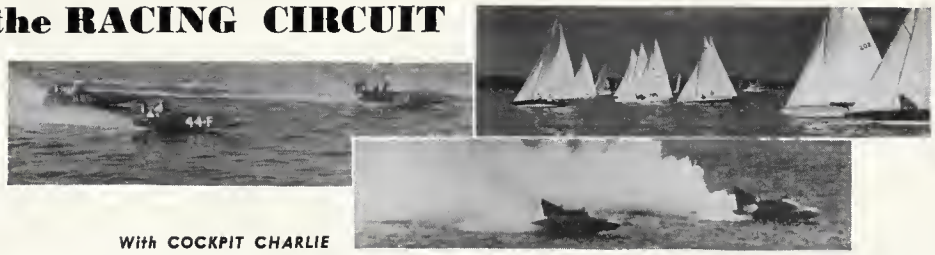


NEW ROAMER '35 Express Cruiser shown. Also available in Riviera hardtop and Regal sedan models with twin engines up to 550 h.p., sleeping for six.

ROAMER STEEL BOATS Holland, Michigan

DIVISION OF CHRIS-CRAFT CORPORATION

on the RACING CIRCUIT



With COCKPIT CHARLIE

WEST COAST CRUISER VICTORY UPHELD

AFTER William Edgar John, vice president in charge of cruisers for the American Power Boat Association, announced last autumn that M. N. Shansby, of Los Angeles, has outscored Dr. Allen B. DuMont, of Cedar Grove, N. J., for the National Predicted Log Championship Trophy and the Herbert L. Stone Prize, the A.P.B.A. had a protest on its hands.

The Eastern expert raised a question as to the legality of the sanctions covering some of the events in which Shansby's El-Ser-Co won points, and the contestants' scoring reports in the California events. He requested the A.P.B.A. to withhold official announcement of the prize awards until the Cruiser Racing Commission had checked these matters.

Whereupon Mr. John, as chairman of the C.R.C., went into consultation with his associates, made the requested check and came up with the conclusion that, although the Californians may have been a little casual and informal about their way of doing things, there was nothing invalid or illegal in their methods of documenting cruiser competition. All legal questions in the commission's findings were approved by William A. Smith, chief counsel for the A.P.B.A., and the honors which Dr. DuMont won from 1953 through 1955, and thought he had regained last year—he lost by 8 points when later returns from California came in. The title will remain with Shansby.

KIEKHAEFER AWARDS PRESENTED

Florida and Long Island drivers in stock outboard competition were the 1957 winners of the top trophies awarded annually by the Kiekhaefer Corporation through the American Power Boat Association.

William (Skip) Ritter ran away with the A. C. Kiekhaefer award for the overall point total in A.P.B.A. stock competition. The Hallandale, Florida, 20-year-old accumulated 33,162 points to 18,336 for runner-up Edwin Wulf of Amityville, N. Y. Ritter's total was the highest ever recorded in the history of stock outboard racing. He competed in seven different classes.

Wulf, an 18-year-old, won the John and Flora Blank trophy for the highest number of points in any class. He scored 10,247 points with his AU rig.

TAVANA WINS HER FIRST BIG ONE

Harold S. (Dooley) Glander's 32′ fiberglass-hulled yawl Tavana, a product of his own designing board and workshop, bowed into big-time competition on January 25, with a corrected time victory in the Coral Reef Yacht Club's second annual Miami-to-Gun Cay race for cruising yachts.

The new Miami boat topped Class B and the fleet as a whole after a fast 71-mile spinnaker run in breezes of 25 to 30 knots that took a not inconsiderable toll of light sails, spinnaker poles and steering gear.

Thor H. Ramsing's 46′ sloop Solution from the Indian Harbor Y.C., Greenwich, Conn., was first to finish and best on corrected time in Class A, but in the overall standing was placed astern of Tavana and two other Class B craft, Jack Price's 40′ yawl Comanche and Dr. William Piper's 37′ yawl Spray, winner of the recent Miami-to-Palm Beach race, all of whom flew the Coral Reef Y.C. burgee.

Steering mechanism trouble removed two very good boats from the prize picture. Sam Zorowich's 53′ ketch Malabar XIII, scratch in the handicap table, was leading the fleet when she lost her rudder five miles from the finish and withdrew. Carleton Mitchell's Finisterre, tuning up like most of the other contestants for the

(*Continued on page* 142)



The new Weldwood Royal Marine Award to be given to 1958 *outboard winners is presented by Raymond C. Platow, (R), for the donor, United States Plywood Corporation. Receiving it is Chester McGuire, APBA vice president.*

Photograph by Bahamas News Bureau



Headache (nearest mark) and Honey Love have little love between them as they round the mark in the Snipe regatta at Eleuthera, Bahamas. Peter Christie skippers Honey Love while Godfrey Kelley handles Headache.

REPEATING LAST SEASON'S SENSATION!

a $13.50 copper bottom paint



with exclusive RTP for full season protection*

Last year, tens of thousands of happy boat owners learned a valuable lesson—that a bottom paint is *only* a bargain when it gives *enough* protection per dollar spent. Many of them had previously used low-priced bottom paints . . . only to find that they had to have their boat hauled out during the season to have the hull cleaned and repainted. They *needed* more protection. Others had been spending $20 per gallon or more to be sure of full-season protection. They needed more *reasonably priced protection.* Both groups found exactly what they needed . . . at just $13.50 per gallon . . . in Federal Tropical Red #11, formulated with RTP* (Reserve Toxic Power). They got full-season protection under even the most trying conditions of hot, dry weather—*the sort of protection you won't get from any other paint selling at under $20 per gallon!*

SAVES YOU $50 PER SEASON ON GASOLINE COSTS

This season, *you* gain the benefits which Tropical Red #11 and only Tropical Red #11 among medium-priced copper paints—gives! Full-season protection . . . a growth-free hull . . . a boat free to perform with all the speed, power, and efficient handling characteristics that were designed into it. By preventing growth-caused resistance on your hull, Tropical Red #11 reduces drag on your motor . . . adds to your cruising speed.

NO COSTLY THINNERS NEEDED

Federal Tropical Red #11 requires no costly or special thinners, . . . spreads smoothly and evenly over your hull without high spots or build-up . . . gives you maximum coverage per gallon. And . . . the materials in this great bottom paint act as a perfect unit for anti-fouling efficiency . . . retain their toxic effectiveness right down to the last ten-thousandth of an inch of film . . . leave your hull as clean as a hound's tooth at haul-out!

For the season-long** toxic power that gives your boat more speed and power be sure to specify Federal Tropical Red #11.

FEDERAL TROPICAL RED #11

*ANTI-FOULING WITH *RESERVE TOXIC POWER*

Only $13.50 per gallon. Price may vary slightly in some sections of the country.

***For multi-season protection . . . Permadol Plastic Anti-Fouling gives you the greatest protection, dollar for dollar, of any bottom paint made!*

THE FEDERAL PAINT COMPANY, INC., 33 RECTOR ST., DEPT. 13, NEW YORK 6, N. Y. SAN FRANCISCO • NEW ORLEANS

MAIL COUPON TODAY

The Federal Paint Company, Inc.
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Gentlemen:
Send me complete information on Federal Tropical Red #11, and the name of nearest dealer handling it.

Name_____

Address_____

City_____ Zone_____ State_____

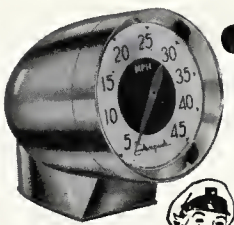


WHATEVER YOUR BOAT—

YOU'LL HAVE MORE FUN AFLOAT WITH AN Airguide MARINE SPEEDOMETER

10 MPH? 20? 40? It's thrilling to know how fast you're going. With a sparkling Airguide aboard you know. And you'll find just the right Head and Pick-up combination to suit your taste, your boat and your budget.





NO. 707 Dolphin • 45 MPH

DECK MOUNTED • ILLUMINATED

Sleek and streamlined, it adds dash and sparkle to any craft. Sits snugly on deck near the steering unit where boat speed can be easily watched. At night translucent dial lights up with a soft glow. Easily installed. No mounting screws are visible. And best of all, it features Airguide's exclusive Contralog movement for the finest readings ever. Heavily chrome plated case, 4½" long, 4" high. Fits decks up to 1" thick. (Pick-up units extra. See below.) **$15**

$15

NO. 710 SPEEDOMETER HEAD • 45 MPH

BACK CONNECTION • FACE FLUSH

A very popular model designed especially for use on large outboards and runabouts with speeds up to 45 MPH. With back connection. This model designed for mounting with *face flush with panel.* Calibrated, 1 MPH divisions. **$10.95** (Head only).



In addition to this, Airguide offers the following models to meet every possible boating need:

No. 700 • 15 MPH Designed especially for sailboats. Calibrated in knots and 2/10 MPH. **$10.95** (Head only).

No. 701 • 30 MPH For cruisers and small outboards. Calibrated in knots and 1 MPH. **$8.95** (Head only).

No. 702 • 45 MPH For large outboards and runabouts. Calibrated, 1 MPH. **$8.95** (Head only).

No. 703 • 75 MPH A special model for racers. Calibrated, 1 MPH. **$8.95** (Head only).

No. 709 • 45 MPH Same dial and back connection as No. 710 above. **$8.95** (Head only).

Choice of 4 Pick-Up Units

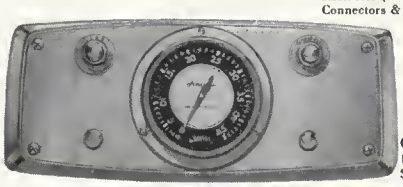
No. 13 Transom Mount (exterior) with stabilizer. **$5.00**

No. 15 Dual connection Thru-hull Mount with stabilizer. **$9.00** (For use especially with No. 700 15 MPH sailboat speedometer head).

No. 18 Thru-transom Mount (with stabilizer inside transom). **$7.50**

No. 19 Thru-hull Mount with stabilizer. **$7.50**

Connectors & tubing included.



$15

COMPLETE FOR PANEL AND SPEEDOMETER

NO. 708S SPEEDOMETER-PANEL

INCLUDES NO. 710 • 45 MPH SPEEDOMETER

The perfect combination: No. 710 SPEEDOMETER mounted in a smartly designed PANEL of heavily chrome plated brass. Accommodates starter and choke button and 2 light switches.* 4½" high, 10½" wide, 3" dial. **$15.00**

No. 708D For use with dual motors. Accommodates 2 starter and choke buttons, 2 light switches.* **$16.00**

No. 708A Provision for mounting an ammeter. Accommodates 1 starter, 1 choke button, 1 accessory switch.* **$17.00**

*(Switches not included).

CANADA: Baker Instruments Ltd., Toronto.

EXPORT: Distributed throughout the world by leading outboard motor manufacturers.

SEE THEM AT YOUR MARINE DEALER

Made and Guaranteed by

AIRGUIDE INSTRUMENT COMPANY, CHICAGO 47, ILLINOIS

ON THE RACING CIRCUIT

(*Continued from page 66*)



Lightnings jockey for position in the ninth annual Sunshine Regatta held recently in Miami, Fla. There were 17 classes.

opening events of the S.O.R.C. schedule, broke one spinnaker pole and then suffered a steering casualty which made it necessary for her crew to rig a jury tiller. Hence her seventh place over all and fifth in Class B.

Comanche also shattered a spinnaker pole and Merrywing's new red, white and blue spinnaker blew apart. Twelve started and, besides Malabar XIII, there were two non-finishers, Electra and Cigana.

FLEET OF 150 IN SUNSHINE REGATTA

One hundred fifty Floridian and visiting skippers participated in the ninth annual Sunshine regatta (*photo above*) sailed January 11-12, under the auspices of the Biscayne Bay Y. C., Southern Florida's oldest yacht club. The big fleet, spreading itself through 17 classes, had light, streaky conditions the first day and gentle to fresh breezes for the second.

Mrs. John (Pat) Duane, of Delray Beach, first distaff winner of the Antonia Trophy in Moth Class history, achieved another first by taking the state Moth title in Pollywog, which she steered and hiked to two first places and a fourth in three starts.

Howard Foht, Coral Reef Y.C., winner of the Florida Lightning championship four times in five tries, was heading toward another trophy when his mast went overside in the last race. The cup was then taken by the redoubtable Caledonian yachtsman from Higgins Lake, Mich., and Miami, the pipe-smoking, glengarry-wearing Alex Carlin. His boat is named, appropriately, Bonnie Glengarry.

Read Ruggles, Miami, sailing Twin Star, shaded Ding Schoonmaker, the young internationalist from Watch Hill, R. I., for Star Class honors.

Miamians got their first view in competition of the Flying Dutchman Class sloops which will appear in the Olympic regatta two years hence in Naples. It was a rather one-sided view: that of Jimmy van Voast, of West Palm Beach, sailing Vixen to three straight firsts. Other three-straighters in the regatta were Kenny Klare's Mint in the Junior Moth competition and Hollis Caffee's Red Hen in the Rhodes Bantam division.

Two Inland Lake scow sailors, Harry Melges, of Zenda, Wis., and Hermann Nunnemacher, of Milwaukee, put their Class E flyers into the miscellaneous sail area group and finished one-two ahead of a Raven sailed by Bill Brothers of Miami.

VON MELLO WINS SPORTSMANSHIP AWARD

Tommy Von Mello of Marion, Mass., has received the 1957 All Risks Award for "outstanding good sportsmanship" in stock outboard racing.

Von Mello, who is a Mercury outboard field service representative, was awarded the trophy for three times abandoning races to rescue injured competitors. One incident occured at the Nationals in Worcester in August when Tommy pulled a badly injured driver from the water without stopping his boat, and sped him to the first aid station. At Marion in July and early in the season in Maine, Von Mello quit races to assist rivals who were in distress. (*Continued on page 142*)



WIN

the boat and motor of your dreams in Evinrude's

dreamboat contest

FEB. 22 - MAR. 23





choose from the boats and motors on display at your

EVINRUDE DEALER'S BOAT SHOW

One look at the new Evinrudes—and the latest boats now on display at your Evinrude dealer's—and you'll know you're in "dreamboat" land.

See them now. Choose the outfit you'd like to win. Get your Contest Entry Form and fill it in. You may win a family cruiser, powered with Evinrude's revolutionary 50 hp Starflite V-4—a smart runabout, powered with Evinrude's magnificent Lark—or one of 16 other Evinrude-powered boating outfits.

Whether you win or not, a sightseeing visit to your Evinrude dealer's will be reward enough. Take the family. They'll share the fun—and they can help you win!

A Division of Outboard Marine Corporation
In Canada: Mfd. by Evinrude Motors, Peterborough

EVINRUDE

quiet outboard motors

FIRST PRIZE—Family Cruiser Outfit. Evinrude 50 hp Starflite V-4 motor plus $3,000 in credit at your dealer for the dreamboat of your choice and accessories up to that amount.

SECOND PRIZE—Family Runabout Outfit. Evinrude 35 hp Lark motor plus $1,200 in credit at your dealer for the family runabout of your choice and accessories up to that amount.

Next 16 PRIZES—4 Each Week. Evinrude 7½ hp Fleetwin motor plus $400 in credit at your dealer for the boat of your choice and accessories up to that amount.

GO TO YOUR EVINRUDE DEALER TODAY!
Here's all you do to enter!

1. Go to your Evinrude dealer (look for his name under "Outboard Motors" in the yellow pages).
2. Pick up official rules and entry blank.
3. Look at the boating outfits he has on display. Pick the one you'd like to win, and...
4. Say in 50 words or less why you'd like to win it.
5. Mail official entry blank to "Evinrude Contest."

NEW–ALL-TRANSISTOR RDF

You receive all beacon stations at full published range; hear powerful audio output over loudest engine sounds. Handsomely styled, portable. Only $249.50

The new Raytheon "Ranger" Radio Direction Finder gives you powerful performance. You receive more stations more accurately, and hear the full watt of volume over loudest engine sounds. Because it's transistorized, batteries last up to two full seasons and service is reduced practically to zero. 3 bands, a host of features, superb engineering and construction make the "Ranger" the RDF you have always wanted. See it at your Raytheon dealer.



RAYTHEON MANUFACTURING CO.
Commercial Equipment Division
Marine Products Department
Waltham 54, Massachusetts

NO OTHER RADIO DIRECTION FINDER OFFERS THIS COMBINATION OF WONDERFUL FEATURES

* Receives beacon stations at full published range.
* Full watt of output volume you can hear over loudest engine sounds.
* All-transistorized with printed circuit for long battery life and greatest reliability.
* Distinctive new super-sensitive ferrite antenna.
* Beacon, Marine and Broadcast bands.
* Built-in null meter, headphone jacks, battery-checker, geared tuning dial.
* Fully protected against salt atmosphere. Handsomely styled. Complete (less battery) only $249.50.

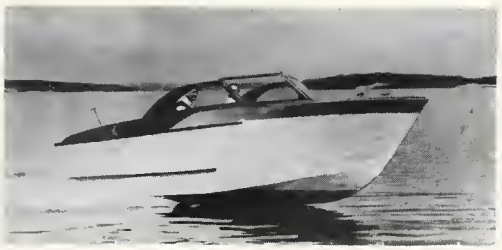
RAYTHEON "RANGER" Radio Direction Finder

"SAFETY MAKES A HAPPY SHIP"



WHAT'S NEW

(*Continued from page 59*)



THE ATLAS CRUISER POWERED BY UNIVERSAL

of Natco Koroseal Durolast and is made by the Natco Products Corp.. Providence, R. I. It is made of Koroseal vinyl which is resistant to abrasion, oils, grease, caustics, acids and salt water; has a non-skid traction texture; can be rolled and re-rolled innumerable times and will retain its whiteness even under bright sunlight.

Martin Marine Products, Inc., 3848 South Kedzie Ave., Chicago, 32, Ill., makes a marine engine coupling for use on all types of marine engines to absorb the misalignment of engine and propeller shaft caused by structural distortion of the hull in a seaway. The Master Marine universal joint requires no special equipment or tools for installation; it replaces the standard solid flange without alteration, and can be installed by the boat owner himself.

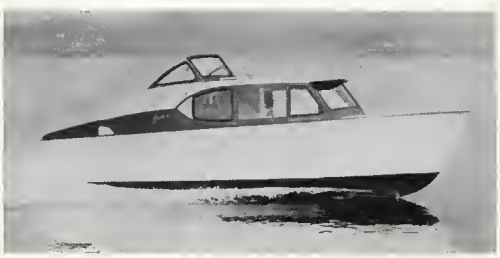
Crowell Designs, P. O. Box 21, Point Pleasant, N. J., has built a control transfer for connecting two boat control stations in tandem thus making it possible to obtain throttle or hydraulic reverse control from either without connecting or disconnecting the other. The unit is self-contained, factory lubricated and can be used witb hydraulic or mechanical linkage or a combination of both.

Guest Products Corp., 35-04 30th Street, Long Island City, N. Y., has expanded its line of marine items to include a triple-powered bilge pack to protect wooden hulls, floats and barges against fungus decay, and a bilge cleaner that is strong enough to emulsify oily waste in the bilges yet so gentle that it can be used in the galley regularly.

ABOUT NEW BOATS:

The first **Nordic Cruiser** is scheduled for delivery in the U.S.A. in May. It will combine the basic hull and sail plans of the popular Nordic folkboats with a tested new arrangement of cruising facilities. Philip Swain, of 95 Club Road, Riverside, Conn., tried one of the boats out in Maine last summer and his suggestions as to layout and below-decks equipment have been incorporated. The yacht is sloop-rigged, spreads 262 square feet of sail and the 2.5-ton full displacement hull is planked with mahogany, lapstraked and copper riveted. She is 25′ 2″ overall, 19′ 8″ waterline, 7′ 2″ beam and 3′ 11″ draft. Duty paid, complete and in commission it will sell for under $6,000 on the East coast.

George D. O'Day, Boston, Mass., is now distributing the Ohlson 35, a 35′ 6″ cruising-racing yawl designed and built by the Ohlson brothers of Sweden (they designed the Olympic and Gold Cup Champion 5.5 meter sloops, Rush V and Ian IX). The Ohlson 35, which has oak frames, copper-fastened mahogany planking and teak decks, finished in sixth position out of 233 boats in the 1957 Ensenada Race; she has a 24.5 rating under the Cruising Club of America measurement formula. The craft has 545 square feet of working sail area, a 9′ 4″ beam, and a 4′ 11″ maximum draft. Her fittings are bronze, the rigging is stainless steel, sails are Dacron, and the auxiliary power is provided by a Gray marine engine.



GRANDY BOAT COMPANY'S NEW 27-FOOT EXPRESS CRUISER

Old Town Canoe Co., Old Town, Maine, has a new 17′ lapstrake outboard as the newest member of its 1958 boats. Named Lapstrake 18, she speeds to 20 mph with only 18 hp; has an 82″ beam and sells for $1,465. The craft is planked—as are all the Old Town lapstrake boats—with ½-inch red cedar and is fastened with copper and brass bolts and screws.

Atlas Custom Boats, Tacoma, Wash., has added a new 20′ cruiser to its line of Atlas boats. The company says the new model has been designed with plenty of beam for safe and comfortable family use off shore. For increased room and comfort of passengers, the compact Universal 100 hp Aqua-Pak V-Drive engine is used. A product of the Universal Motor Co., Oshkosh, Wis., the engine delivers speeds of up to 30 mph.

Pembroke Boats, Inc., of Epsom, N. H., is in production with their Express Cruiser 25, latest addition to their line of sea skiffs for 1958. Designed for offshore fishing and cruising, the cruiser can step out to 35 mph under the thrust of its 150-hp Dearborn V-8's. The hull is mahogany-planked, lapstrake-constructed. Along with sleeping accommodations for four, the craft offers a dinette, galley, enclosed head, and hydraulic controls. Other Pembroke lapstrake models for 1958 include: Outboard Sea Skiff 17′, and the Outboard and Inboard Sea Skiff 19′.

Grandy Boat Co., 2538 Westlake Avenue N. Seattle, Wash., has announced the Grandy 27′ x 9′ 6″ x 28″ Express Cruiser. Her main frames are of white oak, sawed frame construction, with intermediate white oak bent frames. Topside planking is ¾″ cedar; bottom is double-planked with red cedar and Alaska cedar. A Gray V-8 Model 225 engine will drive her 35 mph. Standard equipment includes: two berths forward, navigation and cabin lights, Maxim silencer, and a heavy-duty bilge pump.

Grumman Boats, Inc., of Marathon, N. Y., has come up with the G19 Sportster, a versatile craft that marks the largest model in the Grumman line (18′ 7″ o.a. x 7′ 2½″ beam). The Sportster can be used with inboard or single or twin-outboard



New officers of the New England Marine Trade Association at a recent meeting endorsed the New England Boat Show sponsored by the Herald-Traveler. Seated left to right are James Irwin, Lakeport, N. H., president; William F. King, Jr., Newton, secretary; standing, Thomas J. Jones, Warwick, R. I., vice president; Frank Farrell, director, and Frank Gardner, Brookline, treasurer.



FASTER—SAFER—MORE RUGGED

Sight seeing or water skiing, whatever your reason for buying your family a boat, Speedliner's the boat to buy in '58.

Speedliner for '58 combines new speed, stamina, and styling into the most beautiful and exciting fleet afloat . . . 26 rakish, precision made Philippine Mahogany Plywood boats that offer you features like a deeper boat at the stern (for safety), more luxurious interiors, stronger, more rigid bottoms, and smoother riding.

And if fiberglass is your fancy, Speedliner has four stunning new models ranging from 14 to 16 feet. But see all the new '58 Super Speedliners at your dealer or send for a copy of the new '58 Speedliner catalog. It's free! Just use the coupon below.



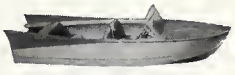
Model M-118 NAMDRAH—newest, trimmest 18' Speedliner, with 72" beam. A 7-passenger liner! Convertible Top optional.



Model M-116 TROPICANA — 1958 redesigned 6-possenger, 16' model with many new features. Very smooth riding.



Model M-114 TROPHY, 1958 style—Fast, 6 possenger, easy-riding, quick-turning 14' runabout. Beautiful to handle.



Model M-514, DAMARA, new 1958 5-possenger 14' 10" Speedliner fiberglass hull. Streamline fins optionol.

Racing models available for all classes

NEW! SPEEDLINER AQUADYNAMIC WATER SKIS

Enjoy the family fun of water skiing with the strongest, safest water skis made—9-ply Philippine Mahogany Aquadynamic Speedliners. Available in popular sizes and in low-cost kits. Mail coupon below today!



GENERAL MARINE COMPANY
Dept. 438, 6th & Oak St., St. Joseph, Mo.
Please send me complete details on items checked:

☐ Speedliner Boats for '58
☐ Boat Kits
☐ Fiberglas Models
☐ Water Skis and Kits
☐ Marine Plywood
☐ Protected Dealerships

NAME _____
ADDRESS _____
CITY _____ STATE _____

motors, totaling up to 100 hp; and is available in open deck models, with or without Navy-top, and in enclosed models with overnight provisions. Constructed of heavy gage aluminum alloys with five solid extruded keels and keelsons to strengthen the bottom, Grumman incorporates Styrofoam flotation chambers for safety. Other construction details include marine plywood floorboards, flush head riveting below waterline, and a self-bailing motor well. Special painting—similar to the Navy's method of alodizing plus zinc chromate priming to give complete protection against salt or brackish waters—is offered as standard equipment in a choice of colors in two-tone combinations.

WITH THE EXECUTIVES:

• James A. Hallet of Fond du Lac, Wisc., with 20 years experience in sales engineering and administrative work, has joined Johnson Motors, Waukegan, Ill., as an assistant sales manager. Previously, Mr. Hallett did executive sales and service work with Kiekhaefer Corp. and Martin Outboards.

• John W. Holmes, Jr., has been appointed marine representative for the Flood Company. Mr. Holmes was graduated from the University of Pittsburgh in 1947 with an engineering degree and has since been engaged in the solution of painting problems related to the marine and industrial fields.

• John M. Cotter is now directing sales activity at Atlas Paint & Varnish Co., a division of TransWestern Paint Corp., Los Angeles, Calif. Captain Cotter formerly commanded the SS China Bear and the MS Surprise, vessels of the Pacific Far East Lines, Inc.

• Charles Johnson and Fred McKee have been appointed sales representatives for the South Central states and the Southeastern states, respectively, for the Aluma Craft Boat Co., Minneapolis, Minn. Tom Fagerwold will be in charge of accessory service and sales.

• Claude E. Banks, new president of the Chrisbank Corp., Kissimmee, Fla., has purchased Warren Christensen's stock in the corporation. Guy O. Travis, of Fort Lauderdale, Fla., has acquired an interest in the organization and is vice president. The two men will now control and supervise Chrisbank's manufacture of Holiday cruisers and convertibles.

• Roy Lewis, James F. Osicka and W. M. Fitzgerald have been appointed as supervisors of the new 6-acre Tallahassee Plant of Lone Star Boat Co. Mr. Lewis, an engineering gradu-



J. W. HOLMES, JR.



FRED McKEE



JOHN M. COTTER

ate of Texas A&M and with the company one and one-half years in the Fiberglas Engineering Dept., was named plant manager. Osicka, accounting supervisor since 1956, will assume the duties of office manager. Fitzgerald, previously with the A. O. Smith Corp., of Milwaukee, will be plant foreman. The new plant will be devoted to the manufacture of 14′ to 19′ Fiberglas outboards and serve as a warehouse for the "Carefreedom" line of 12′ to 23′ aluminum outboards.

• Albert P. Gagnebin and L. E. Grubb have been appointed assistant vice presidents of the International Nickel Co., Inc. Mr. Gagnebin, who will continue as manager of the nickel sales department, joined the company in 1932. Mr. Grubb will be in charge of labor relations. (*Continued on page* 74)

NEW! THE ATTWOOD CLEAT THAT DOUBLES AS A CHOCK

SEAFLITE CLEAT-CHOCK



Chock lock is easily flipped up for inserting line, drops back into locking position to hold line



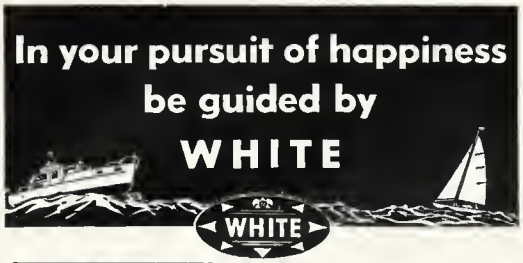
"Wings" of new combination fitting serve as a cleat, permits line to be tied in "figure eight."

Take a close look at that design — those sweeping, flight-inspired lines and smooth, glistening planes. Have you ever seen such dramatic styling — or the functions of a cleat and chock so skillfully integrated into one unit? Imagine the elegance it will add to your boat. One close look tells you it is extremely functional, durable and dependable. And think how much you'll save with one fitting doing the work of two. See it soon.

SEAFLITE BY ATTWOOD

ATTWOOD BRASS WORKS

Grand Rapids, Michigan





WHITE AUTOMATIC PILOT
$397.50

Simply dial your desired course, and the Pilot does the rest. Suitable for yachts up to 55 feet. Easy to install. For dodging, you have portable remote steering control on a 25 ft. cable. 12, 32 V. D.C. operation. Low current consumption. Special transistor used in place of tubes for greater dependability and compactness.

WHITE WIND-SPEED INDICATOR

- New precisian
- Accurate within 2 per cent
- 0 to 50 and 0 to 120 m.p.h.
- No electricity required
- Handsame 5½" brass case
- 4" easy-to-read dial
- 5' aluminum mast
- 60' flexible cable
- Two year guarantee
- Ideal for boat, home, club, camp, office, farm, anywhere



$47.50
in chrome, $50.



Be safe — and sound with a
WHITE ECHO DEPTH SOUNDER
2 to 80 feet
Only $169.75

30 soundings every second. No need to haul to install. For 6, 12, 32 V. operation. High quality motor for extra dependability. Very compact. Easy to install. Bright flashing bulb. Thousands in use.

K-W BRACKETED CORSAIR

- Our most papular model
- Over 36,000 in use
- High performance — low cost
- Built-in carrectar system
- Special red lighting
- Versatile maunting bracket
- Half point card available



$35.

WRITE FOR CIRCULARS

WILFRID O. WHITE & SONS, INC.
17B ATLANTIC AVE., BOSTON 10, MASS.
406 Water St., Baltimore 2, Md. — 40 Water St., New York 4, N. Y.
Export Dept., 100 E. 42nd St., New York — Cable address: PHILYORK

• John Collins, yachting editor of the Boston Herald-Traveler for the last seven years, has been named to the public relations staff of the Kiekhaefer Corp., Fond du Lac, Wisc.

WHERE THE TRADE WINDS BLOW:

Rex Marine Sales Co., which boasts that it can meet every boating need from nautical jewelry to cruising yachts, recently opened its big new retail center on New Jersey's Route 22 in Union. Phyllis King, daughter of Roderick A. King, head of Rex Marine, and one of Barnegat Bay's better lady skippers, will give instruction free to all purchasers of sailboats from daddy's store.

Twin Coach Co., of Kent, O., has sold its marine engine business to William B. Crofton of Crofton Diesel Engine Co., San Diego, Calif. Production of Fageol engines will continue at a San Diego plant.

Northeastern Distributors, Inc. of Cambridge, Mass., has been appointed Universal Motors Co. central distributors for New England. Its marine department will maintain complete and active stocks of Universal engines, electric plants and parts.

Detroit Diesel Engine Division of General Motors Corp. will soon occupy its 289,000 square foot addition in Detroit. The new building will house all final assembly, testing, and shipping facilities for 2-cycle, high compression diesel engines ranging up to 893 horsepower in single and multiple units.

Fiberglass-Evercoat Co., Inc., Cincinnati, O., has purchased and will now make Poly-Lustre used for coatings and resins. Dale Stepelton and Robert G. Mull, formerly with Poly Products Co., will operate in the Chicago area.

Perkins Marine Lamp and Hardware Corp., Brooklyn, N. Y., which has been supplying the boating industry with marine lights and hardware for more than half a century, has enlarged its plant to keep pace with the growth of boating in America. A new building adds 20,000 square feet of space for operations, the machine shop is now a third larger and there has been an accompanying increase in stock and shipping facilities. New automatic equipment has been installed to expedite production and improve quality.

Marine activities of **Ketcham & McDougall, Inc.,** Roseland, N. J., are now operated by a newly formed subsidiary, Aqua Meter Instrument Corp., of which Richard McFayden is president. The firm's Aqua Meter marine speedometers have been "certified for accuracy" after a series of rigorous construction and performance tests conducted by U.S. Testing Co.

☆ ☆ ☆

SCALE MODEL OF CORSAIR II



Corsair II, one of the new hobby kits produced by Ideal Toy Corporation, 200 Fifth Ave., New York, N. Y., is a masterful reproduction of one of the most famous luxury yachts ever set to sea. The single screw steam yacht has two auxiliary sails which carry the personal flag of financier J. P. Morgan.

MATTHEWS ACCESSORIES DOUBLE YOUR CRUISING ENJOYMENT



The smooth, level-running "42" Convertible Sedan is our most popular model.

CRUISING used to be a simple life. Now you can have all the comforts of home, plus many others, aboard your Matthews.

Today, a shower bath and hot water system are almost a necessity. Add the all-electric galley, and cooking aboard becomes a real joy. Electric base panels will heat the interior on chilly nights—automatic electric refrigerator carries frozen foods and makes your ice cubes for unlimited entertaining.

You haven't known real comfort until you've had a ride aboard a husky, round-bottom Matthews. Contact your nearest Matthews dealer.

Write today for free catalog!

THE MATTHEWS CO.

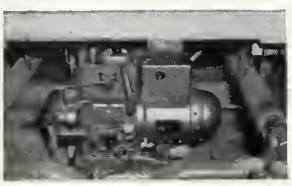
PORT CLINTON 4, OHIO

DEALERS COAST-TO-COAST

In Miami: **Matthews Cruisers, Inc., 1825 Biscayne Blvd.**



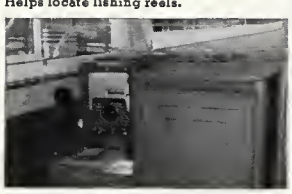
Matthews Dinghy Launching ladder in place ready to use. Transom platform is handy for swimming or coming aboard from dinghy. Handy cocktail table mounts in cockpit floor.



The 110 V 3000-watt generator is tucked away in engine room. Provides current for electric refrigerator, cooking, heating, hot water and other electrical accessories.



Depth recorder mounted to left of steering wheel gives constant depth readings. Helps locate fishing reels.



Ship-to-shore telephone enables you to talk to other boats—call the Coast Guard—or connect with any other telephone anywhere. Provides constant contact with home and office.

5 HUSKY MODELS

"42" SPORT FISHERMAN
"42" MARTINIQUE EXPRESS
"42" DE LUXE SEDAN
"42" CONVERTIBLE SEDAN
"42" FLYING BRIDGE DOUBLE CABIN

"Wherever you cruise » » » you'll find a Matthews"

NEW BOATS



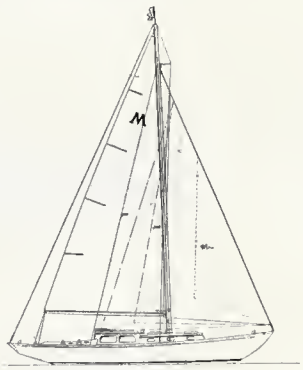
SKYWAVE
43'-0" x 29'-0" x 11'3" x 4'-7"

Shown here are the Sail Plans of two designs now building which illustrate unusually popular types.

SKYWAVE, above, sleeps six and has all the comforts of home.

The new MARINER CLASS, below, has two separate cabins with fine accommodations for four.

Both designs represent the latest developments of the modern cruiser racer.



MARINER CLASS
36'-0" x 24'-0" x 9'3" x 5'-3"

ANY SIZE ANY TYPE ANY SERVICE

For further information write to

PHILIP L. RHODES

11 BROADWAY NEW YORK 4, N. Y.

NAVAL ARCHITECTS MARINE ENGINEERS

SMALL YAWLS WIN SOUTHERN OPENERS

(*Continued from page* 36)

Comanche and 50 seconds worse than Finisterre on corrected time. Finisterre, incidentally, could have won the Lipton, too, except for a tactical error. As she approached the finish, instead of tacking for the shorter end of the line she held on and crossed it about in the middle, thus using up far more than the eight seconds by which she bowed to the red-hulled Miami centerboarder.

It is consoling to hackers to know that even a skipper as smart as Carleton Mitchell, backed up by a crew as savvy and experienced as Bunny Rigg, Ed Kelley, Dick Bertram, George Hinman, Bobby Symonette, Jim Crawford, Tom Waddington and Henry Davis, can pull a skull. He doesn't do it often enough, though, to let the hackers scuttle off with many prizes; merely often enough to prove that he's human.

That Lipton race was a rough one, sailed in a hard westerly that gave all hands a wild ride down-wind on the first leg in puffs as high as 30 miles in velocity toward the end of the run, and a real thrash to weather in steadily increasing winds on the leg up to the finish. The big sloop Good Hope lost her mast, exploding spinnakers were common, gear let go, sails blew apart and eight of the 28 starters did not finish.

With different bracketings than prevailed for the Nassau race, there were different prize winners here and there. Solution was second to Rob Roy in A and another Northerner, Huey Long's 52′ yawl Ondine, from Larchmont, was third. Windalier, twin of Mogu, was third in B to Comanche and Finisterre, and down in Class C where there were only very small boats, the top prize went to Harold (Dooley) Glander's own-designed, own-built 32′ fiberglass yawl Tavana.

The first part of the SORC schedule wound up with the usual Nassau Cup race (Nassau Harbor entrance to Booby Rocks and return) and an unusual amount of unhappiness, to say nothing of criticism of the local race committee. Only six of the 19 eligible boats started, some because they didn't plan to race and some because circumstances beyond their control made it impossible for them to do so.

Bobby Mosbacher and his Texans sailed Ca Va to a clear-cut victory in an all reaching race—broad reach out to the Rocks, close reach home—in a hard breeze. Finisterre was nearly five minutes astern in second place and Comanche a similiar distance further down in third spot. Mogu, Rob Roy and Tavana were also present.

The rhubarb grew out of a bit of bad judgement, poor seamanship, act of God or something of the sort at the Nassau Yacht Haven where the racing fleet was berthed. A very strong

(*Continued on page* 78)



Morris Rosenfeld

Dr. William S. Piper's yawl Spray, above, was unable to finish in the Lipton Cup competition. Extra sails you probably spotted in the photograph are Foxfire's, W. R. Timken, sailing to windward of Spray and just barely distinguishable.

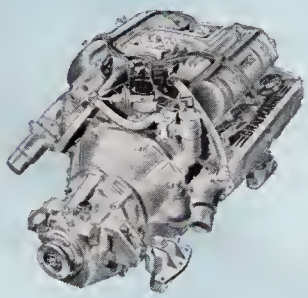
SOLID PLEASURE by LYMAN
POWERED by GRAYMARINE

for Leisurely Cruising . . . or Offshore Fishing



18 FOOT
LYMAN ISLANDER

109 HP. MODEL 109



FIREBALL V8's
225 HP. & 160 HP.

A great deal of the pleasure derived from boating is knowing you have dependable power. It gets you there . . . and back. In fair weather or foul, on inland waterways or offshore, the pleasure is yours in an inboard with dependable Graymarine power. You know it will get you there . . . and back, and for less. For complete information on all Lyman models, write to Lyman Boat Works, Inc., Sandusky, Ohio.



GRAYMARINE

GRAY MARINE MOTOR COMPANY, DETROIT 7, MICHIGAN • SUBSIDIARY OF CONTINENTAL MOTORS CORPORATION

KING'S CRUISER



LOA 28'0", L.W.L. 19'0", Beam 7'3", Draft 3'11". Displacement 5070 lbs., Weight Keel 2,205 lbs., Soil area 300 sq. ft.

Comfortable cruising accommodations for four. Powered by the reliable and economical 5.5 hp. Volvo Penta engine. Parts readily available. For the racing skipper—exceptional speed and performance.

Priced at only $6,825.00 delivered C.I.F. East Coast, *complete* less sails.

Standard equipment included in the above price: stainless sink and icebox, stainless two-burner stove, American toilet, four foam rubber berths, engine, self-bailing cockpit, boom crotch, roller reefing, 26 lb. anchor and line, genoa sheet tracks and blocks; spinnaker pole, sheet, halyward and fitting; jib sheet winches, chromed bronze; drop leaf mahogany table; glass, chinaware, and flatware for four; running lights; cabin lights; shipping tarpaulin; cradle and wire.

The only extras are: mainsail and jib of dacron $345, genoa of dacron $170; nylon spinnaker $195.

The King's Cruiser is designed for American yachtsmen. Built in Sweden to highest standards of construction and specifications. Over 80 of these beautiful yachts are cruising and racing in U.S. waters.

For further information contact our dealers:

GARDNER F. SCHIRMER (Maine through Rhode Island)
78 Abbot Road, Wellesley Hills, Mass.

GEORGETOWN YACHT BASIN, INC. (Conn. through Va.)
Georgetown, Maryland

FRED J. DRIVER
2575 S. Bayshore Drive, Miami 35, Fla.

FRANK A. VALLE
228 Paydras Street, New Orleans 12, La.

OLOF FRISK (Great Lakes Area)
5350 Glenwood Avenue, Chicago 40, Illinois

SWEDISH BOATING, INC.
GEORGE B. WALTON
Georgetown, Maryland
U. S. Distributor

wind and swift-running tide were counter to the course from the haven to the harbor entrance, hence yachts lying in slips with their sterns to wind and tide had difficulty backing out and swinging into the channel.

Rob Roy's engine had a weak reverse gear so a charter fishing boat was retained to put a line on Rob Roy's stern and haul her clear of the pier. When the job was about three quarters done, the motorboat suddenly stopped. Wind and current took charge of Rob Roy, swept her broadside onto the slips. Stern lines snapped, rails were smashed, rigging entangled, winches bent and a variety of other damage inflicted in what quickly became a full blown panic party.

Through no fault of their own, some boats could not race because of damage that could not be repaired quickly. Others were pinned into their slips and couldn't get out until too late. It never occurred to anyone in authority, though, to postpone the start. So a number of yachts with Nassau Cup and SORC season championship ambitions never had an opportunity to exercise them.

LIPTON CUP

Yacht and Owner	Time Elapsed	Time Corrected	Fleet Position
CLASS A			
Rob Roy, A. A. Boorstein	4:15:40	4:05:30	3
Solution, Thor Ramsing	4:57:38	4:25:57	7
Ondine, S. A. Long	5:16:28	4:52:40	8
4, Salty, David Morrison (9); 5, Chance, Horace Binney (10); 6, Malabar XIII, Sam Zorovich (12); 7, Western Star, John Wilson (19). Did Not Finish: Good Hope, E. J. Richardson; Lismore, Chesney Syndicate; Danarah, Maxwell Goldhar.			
CLASS B			
Comanche, Jack Price	5:12:08	4:04:32	1
Finisterre, Carleton Mitchell	5:12:08	4:04:40	2
Windalier, Ed Singer	5:11:27	4:09:00	4
4, Ca Va, Mosbacher-Hershey (5); 5, Mogu, Fred Guggenheimer (6); 6, Teal, Sylvester Smith (11); 7, Glory, Philip Miller (16); 8, Foxfire, W. R. Timken (20). Did Not Finish: Electra, H. W. Virgin; Ivory Gull, Jud Chalmers; Spray, Dr. W. S. Piper.			
CLASS C			
Tavana, Harold Glander	6:53:55	5:16:29	13
Carousel, David Garrett	7:13:15	5:22:00	14
Merrywing, Lockwood Pirie	6:57:42	5:23:29	15
4, Meteor II, Dell Syndicate (17); 5, Adios, Walter Colquitt (18). Did not Finish: Pirouette, K. G. Bacheller; Horizon, G. H. Whitney.			

MIAMI-NASSAU

CLASS A			
Rob Roy	44:08:50	43:08:29	6
Salty	45:35:22	43:09:44	7
Malabar XIII	45:23:43	44:04:17	9
4, Ondine (10); 5, Danarah (13); 6, Western Star (15).			
CLASS B			
Solution	45:50:31	42:42:28	4
Mogu	47:32:10	43:07:05	5
Chance	46:52:41	43:41:18	8
4, Glory (12); 5, Foxfire (14).			
CLASS C			
Finisterre	46:44:49	41:11:36	1
Ca Va	46:48:15	41:22:08	2
Comanche	47:50:14	42:37:59	3
4, Merrywing (11); 5, Pirouette (withdrew); Horizon (TNT); Tavana (TNT); Meteor II (TNT).			

NASSAU CUP

Ca Va	4:31:13	3:35:52	1
Finisterre	4:36.01	3:40:29	2
Comanche	4:37:06	3:45:03	3
4, Mogu; 5, Rob Roy; 6, Tavana.			

CAROUSEL ACAPULCO VICTOR

Ashley G. Brown's 40′ cutter Carousel, out of San Diego, won the fourth San Diego-to-Acapulco race, a 1,500-mile coastwise passage from the Southern California yachting center to the Mexican resort, sailed in record time by the first yacht to finish. Donald Chilcott's 82′ Class M sloop Windward from the West Coast Y.C., Los Angeles.

Windward, sailing from scratch in a fleet of 36 vessels divided into three classes, left San Diego on January 19 and crossed the finish line 8 days 12 hours 34 minutes 43 seconds later. The previous mark was 10 days 7 hours.

On corrected time, Windward lacked 32 minutes of holding first position. The overall prize, after handicaps were computed, went to the Class C winner, Carousel. The Class C runner-up, Bud Desenberg's 36′ Lapworth sloop Mistral, hailing port Balboa Island, Calif., was third in the fleet as a whole and fourth spot was taken by another Class C entrant, Waldo Waterman's Lady Bountiful. (*Continued on page* 80)

SEAPRENE IS *ELASTIC*

That's what makes it different. In every other characteristic, it is a matter of degree. In elasticity, the difference is in kind.

Seaprene is sheet chloroprene with a special chloroprene binder. And chloroprene is a synthetic rubber. When your boat dries out in winter storage, the Seaprene stretches without cracking. When your boat works in a seaway, the Seaprene will go along with it. When the stress lets up, Seaprene resumes its former status. It has "elastic memory."

At the National Boat Show, thousands of yachtsmen stretched Seaprene, watched its recovery, and exclaimed, "This is it!" Seaprene, is like rubber in its elasticity and elastic memory, but it is magnificently unlike rubber in its resistance to sunlight, sea-water, and the other exposures, which it would encounter on a yacht. We don't know the life of Seaprene. We do know that similar products with the same chemistry, subjected to the same exposures have lasted fifteen years without perceptible deterioration. Therefore, we confidently predict a longevity of not less than fifteen years for Seaprene.

A sample of Seaprene will carry more conviction than anything I can write. We have prepared little patches of Seaprene, stuck onto plywood, with a loose flap so that you can get hold of it and try to tear it, try to tear it *off*, beat it, abuse it, study it for texture, color, etc. You will find that Seaprene merely stretches instead of tearing; that its adhesion is not only far in excess of requirements, but that the adhesion itself is elastic, thus preventing damage to the fibers of the wood. Seaprene has toughness like an automobile tire. It is completely impervious to water and does not require paint to fill its pores. For deck application we believe that in most cases it can be applied without first wooding down and that, if you are satisfied with its pretty gray color, it need not be painted. These characteristics need no further mention. The sample will demonstrate them completely.

WARNING

"Celastic"* and "New Celastic" are not identical products. "Celastic", which we have sold for over five years, has all the merits we have claimed for it. It is a fabric treated with cellulose nitrate. "New Celastic" is the same sort of fabric, treated with polystyrene. We have tested "New Celastic" extensively. In our opinion it is not suitable for application to a boat. We shall continue to sell "Celastic" as long as it is available. We have never sold "New Celastic" and never will. This warning is necessary because we have identified ourselves with "Celastic," but the great disparity between the price of "Celastic" and the price of "New Celastic" should be sufficient warning to any intelligent buyer that they are not the same thing.

The Truth–Varnished and Unvarnished

I heard about a gal at the Boat Show who gave us an interesting slant on our varnish. She said to her companion, "This is the best varnish in the world, but don't buy it here. It's two dollars a gallon cheaper at (a well-known mail order house). They have three brands of varnish: good, better and best. The 'best' is bought from Calahan, who packages for them, using their labels."

To this we reply: "Thanks for the compliment, Lady, but it just ain't so. We have never made varnish for anyone else. We have never packaged it under any label but our own. We have never sold it except at the advertised price, with standardized, inflexible discounts to the trade, and we won't even agree with you that it is the best varnish in the world. We do think it is the best for use on yachts, and we think most yachtsmen will agree with us."

Quite apart from its brilliance, its long life, its beauty, and its deep abiding gloss, Chilled Varnish has the merit of being useful in conditions when you would not dare to use any other varnish. Unless it is actually snowing, raining, or in conditions of dense precipitating fog or falling dew, you can use this varnish in any conditions of temperature or humidity you are likely to encounter. Between the time this advertisement appears and the time you get overboard, you will have very few good varnishing days. If you plan to use Chilled Varnish, you can get on with your work in less than perfect weather.

At yards and dealers along all waterways, or direct by mail, at $2.95 per quart, postage paid on all except C.O.D. orders. Send for "Memo on Varnishing."

TONGUE-TIED OVER 3-TON

I am a pretty long-winded guy and I am not easily discouraged in writing or talking, but 3-Ton Adhesive leaves me tongue-tied. This stuff is so perpetually useful, its performance is so astounding, its versatility is so dizzy that I don't know where to begin. Never a day passes but that we find some new use for it. Never a day passes but that we learn of some stupendous feat which it has accomplished. 3-Ton Adhesive has a pull apart strength of more than 6,000 pounds per square inch, hence its name. It can be used to mend broken spars, oars, boat hooks, to repair any leak, break gouge in wood or metal, to repair manifolds, mufflers, crank cases, plumbing, water jackets, toilet bowls, almost anything that needs repairs on a boat. At most dealers, or direct by mail at **$3.96** for a unit making about one-half pint of adhesive. **$32.00** for a Jumbo package, enough to make about one gallon of adhesive. Postage paid on all except C.O.D. orders.

Brushing 3-Ton is a development of 3-Ton Adhesive. It is used, however, not as an adhesive but as a coating. Permanent, water-proof, tough as they come, but can be brush applied or sprayed and has wide possibilities for industrial use. **$29.55** per gallon. Postage paid on all except C.O.D. orders.

Squeezing 3-Ton is a development of Brushing 3-Ton, of somewhat greater viscosity. It comes in an 8-ounce can, with squeeze bottle applicator. It can be used to fill seams permanently and imperviously. Squeezing 3-Ton grabs hold of the edge of the planking and the calking cotton and hangs on about as permanently as anything in this sad world. It won't crumble and fall out or pull out in strips as other seam filling materials do. **$4.80** per unit. Postage paid on all except C.O.D. orders.

CHILLED PAINT

There will be some paint happy sailors this year—the ones who used Chilled Paint last year. Here's the story: Gloss paint contains varnish. Our Chilled Varnish was so good that we tried to make a paint that would contain not just varnish, but Chilled Varnish, and that could be applied with the chilling technique just as the Varnish is applied. It wasn't easy to do. But at last we accomplished it with the aid of a special Foundation Paint which prevented the Chilled Gloss Paint from striking through and turning flat. The combination is the most beautiful bathtub finish that you could desire for your topsides. In Black and White only at the following prices:

	Quart	*Gallon*
Foundation Coat	$2.85	$9.96
Chilled Gloss Paint..	$3.54	$12.78

Postage paid on all except C.O.D. orders.

Health Bulletin

Barring a fresh calamity, this is the last bulletin on my coronary thrombosis. It is not the public wailing of a hypochondriac, but is published to save a lot of correspondence. As of February 1st, I am back at work on a part-time schedule with three reefs in the mainsail and a bobbed jib. I can't carry sail or run around the way I used to and can't give personal attention to details, but I haven't quit yet.

* Reg. U.S. Pat. Off. by The Celastic Corp.

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Seaprene Sheet—per sq. yd. $7.00
(No fractional yardage sold)

Binder—per pint $1.86
per quart $3.48
per gallon $13.29
per 5 gallon drum $64.50
(Figure ½ pint per coat per square yard of surface to be coated—1½ pints total per square yard)

Patching Cement—per half pound .. $2.94
per pound $5.64
(Figure ½ lb. for a boat up to 25 feet.)

Thinner-Cleanner—per quart ..... .45
(For cleaning tools and erasing mistakes.)

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FT. LAUDERDALE, FLA.

Willis Boyd's 45′ Lapworth sloop Rocking Chair III, from Alamitos Bay, topped Class B with a comfortable margin over the runner-up, E. G. Gould's 46′ Kettenburg sloop Ballerina, from San Diego, and Peter Grant's heavily campaigned 46′ light displacement sloop Nalu II from Newport Harbor.



Photo by Richard Veit

Ca Va, the 40-foot yawl chartered by Bobby Mosbacher for the southern circuit races (Bobby hails from Houston, and is a member of the Texas Corinthian Y. C.), won the Nassau Cup race and finished second overall in the Miami-Nassau race.

James Y. Camp's 72′ centerboard yawl Escapade was second to finish and second in Class A despite time lost when she rescued from the Pacific the 12-man crew of another contestant, the 69′ ketch Celebes, owned by J. H. Hedden of the St. Francis Y.C., San Francisco. Fire in the auxiliary engine room got out of control and went through the ketch so quickly that her crew had to abandon ship 60 miles North of Cape Lucas. Someone on Escapade, looking astern, saw the smoke and she turned back on the course, picking up the San Francisco yachtsmen after they had been in their raft an hour.

Race officials adjust Escapade's time allowance to compensate for the loss involved in the rescue, but there wasn't any way of fixing it up for carrying a dozen extra men for the next four days. The summary:

Yacht and Owner	Time Elapsed DHMS	Time Corrected DHMS	Fleet Position
CLASS A			
Windward, Don Chilcott	8:12:34:43	8:12:34:43	2
Escapade, James Y. Camp	9:20:10:32	9:04:41:14	10
Novia del Mar, John P. Scripps	9:18:14:23	9:11:35:23	16
4, Zoroya, T. H. Quinn Jr. (19); 5, Butcher Boy, Bob Bowers (20); 6, Robon, R. H. Grant (24). Celebes, J. H. Heddin, destroyed by fire.			
CLASS B			
Rocking Chair III, Willis Boyd	10:14:01:30	8:17:55:30	5
Ballerina, E. G. Gould	10:15:03:14	8:22:15:36	6
Nalu II, Peter Grant	10:23:23:04	9:01:06:16	7
4, Flying Cloud, Earl Corkett (8); 5, Kialoa, J. B. Kilroy (11); 6, Fidelia, Viola McBride (12); 7, Sea Wings, Jim Ferce (13); 8, Ariel, Al McCormick (14); 9, Rascal, William Wilson (24); 10, Gamin, R. L. Larnar (26); 11, Kuhela, W. H. Nickell (27).			
CLASS C			
Carousel, Ashley G. Brown	10:21:30:20	8:12:02:08	1
Mistral, Bernard M. Dasenberg	10:22:29:31	8:12:37:25	3
Lady Bountiful, Waldo Waterman	10:21:19:45	8:12:40:51	4
4, Altura, Hugh Jacks (9); 5, Shenanigan, A. M. Shinn (15); 6, Coral, Josaph Esherick (17); 7, Dasher, Warren Blinn (18); 8, Henny Penny II, C. W. Kircher (21); 9, Andosolo, C. Gomez Muriel (22); 10, Sangsara, Ted Melsheimer (23); 11, Eight Bells, W. T. Cleverson (25); 12, Minoan, Earl Halliburton (28).			



manence of many metals. After the filled in areas had been air-cured, they were sanded to a fine feather edge to give the ship's hull a completely smooth finish.

Then, instead of the usual prime coat before painting the hull, Mr. Mellon had Jo-Ho-So IV sprayed with Okun's Hydralloy, a cold solder in liquid form that is rust-proof, non-corrosive, highly resistant to acids, alkalies, petroleum products and most solvents. In addition it has great mechanical strength and abrasion resistance.

After Jo-Ho-So IV was sprayed with Hydralloy, it was given three coats of regular white marine paint. The result: a smooth, beautifully finished hull and one which would not require reconditioning for a long time, a ship that had been reconditioned at only a fraction of normal cost.

A survey report made by a registered surveyor contained this comment: "The hull is in remarkably fine condition and should be seaworthy for another equally long period of years."

STEEL HULL REJUVENATED

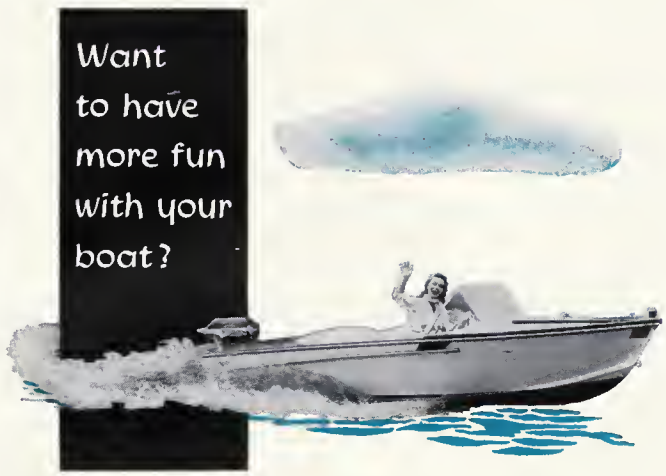
WHEN J. M. Mellen, president of the Grand Steel & Manufacturing Co., Clawson, Mich., decided last year to have a full-scale refurbishing job done on the hull and deckhouses of his 50-year-old 110′ steel motor yacht Jo-Ho-So IV (*above*), be realized that the shipyard was faced with a formidable task and he himself with a bill of similar proportions.

Jo-Ho-So IV was unquestionably sound—she had been built by George Lawley & Sons in South Boston, Mass., in 1908, from Henry J. Gielow designs—but half a century of service had left their scars in the form of dents, wrinkles and scoring in her plating.

Eliminating them by ordinary means would have been exceedingly expensive, so Mr. Mellon elected to experiment, in the interests of economy, with some materials regularly used in his steel plant: two products called Miracle Cold Solder and Hydralloy, manufactured by the A. L. Okun Co., Inc., 109-02 Van Wyck Expressway, So. Ozone Park, L. I. 20, N. Y.

The cold solder, a synthetic metal in putty form, was utilized as a tough permanent filler for all metals and porous materials around the plant. It was used for filling pits, fractures and cracks in castings, patterns, models; for match plates, for revamping wood or metal patterns, and for facing up seams. As a matter of fact, Mr. Mellon found his men using the composition wherever a maintenance, production or repair job required a tough permanent, waterproof, crackproof, shrink-proof and chip-proof metal filler. Mr. Mellon reasoned that if cold solder worked so well in his factory, it should work equally well on his yacht.

After Jo-Ho-So IV went into a Florida drydock, the craft was sandblasted down to the bare metal. Then every dent, score and pit mark was filled with Okun's cold solder. That part of the job was comparatively simple, inasmuch as the cold solder is soft before application and is applied with an ordinary putty knife. Within an hour, the solder had set hard with the strength, machinability and per-



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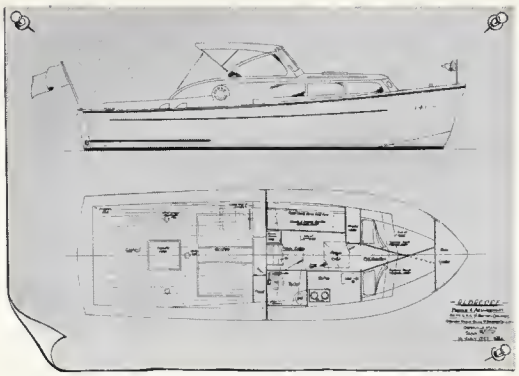
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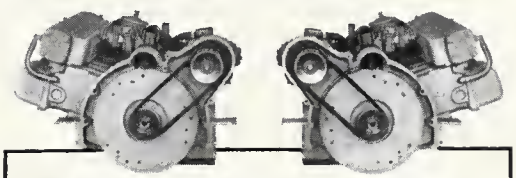


CROSBY Selects PALMER SPACEMAKERS

The new 30' cabin cruiser designed by Wilton Crosby of Osterville, Mass., was planned to take full advantage of the low headroom of Palmer SPACEMAKER Engines. These 135 H.P. engines are unique in the marine engine field. They require only 12¾" from timbers to hatch. Available in true pairs with opposite rotation. All accessories conveniently located directly under the hatch.

PALMER

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MODEL IH-240-SM	120 H.P. at 3400 RPM	1,095
MODEL IH-264	135 H.P. at 3400 RPM	1,075
MODEL IH-264-SM	135 H.P. at 3400 RPM	1,175
MODEL IH-308	150 H.P. at 3400 RPM	1,325
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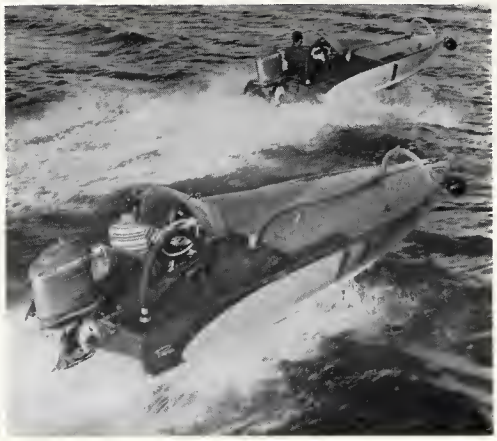
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SPUTNIKS AND OUTBOARD MOTORS



The two 17′ runabouts used for the Mercury endurance tests are shown circling the surveyed course on a Florida lake.

The sputniks circling indefinitely around the world have nothing on the Mercury and Scott-Atwater outboard motors that have been propelling boats endlessly around their particular orbits on Florida waters.

On Christmas Eve, while most people were "racing" around department stores for purposes other than endurance, two boats were brought to a halt—their 60 hp Mercury outboard motors, each having completed 50,000-mile endurance runs in $68\frac{3}{4}$ days and nights at an average speed of 30.3 mph. The Kiekhaefer Corporation said this was a world's record.

Earlier this fall on Biscayne Bay an 18′ family utility runabout was pushed by a 40-hp Scott-Atwater engine. non-stop, for 1,005 hours—or just under 42 days.

The Mercury trials. conducted on a Florida lake, equaled the distance of twice around the world. Kiekhaefer said that a run was estimated to be the equivalent of a lifetime of use by an average boat owner (20 years).

The endurance runs were made in two 25,000 mile phases—Sept. 10-Oct. 15 and Nov. 20-Dec. 24. Between phases the United States Auto Club, which supervised the trials, completely tore down and inspected the two motors. comparing them to another model chosen at random from a dealer's inventory. Finding them within stock specifications, USAC directed reassembly with no parts required to be replaced.

Both Mercury and Scott-Atwater trials were made under all weather conditions—squalls, storms and rough water. Obstacles such as water hyacinths raised their pretty heads. But then there were some problems not likely to be encountered too often by drivers—such as bumping into floating logs only to have them turn out to be alligators. —M. W., Jr.



One way to get a message. Various methods were used to communicate with drivers as their boats sped around the course. Here a note is extended by means of a looped cord.



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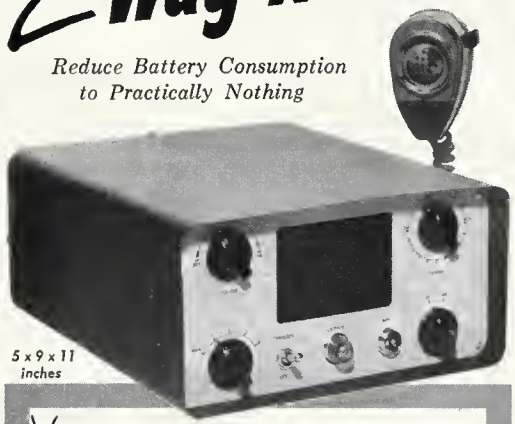
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Standard 20 Watt	Deluxe 20 Watt
2 way . . . 2 channel	4 channel includes 2 ship-to-ship
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In smart black and gray Fiberglass case	Fiberglas case in black and gray
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to check on fishing in other areas so you know before you go where the fish are biting.

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of weather reports without wasting valuable power. Monitor marine bands from home or office.

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ST. PETERSBURG SPORTARAMA, MARCH 15-25

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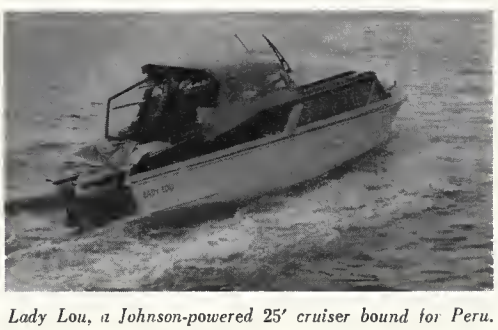
to the AMAZON by OUTBOARD

LADY Lou is a 25-foot Pemhroke outboard cruiser. James McElroy is a 31-year-old free lance writer and photographer from El Paso, Texas, who is completely devoid of boating experience. Together, along with his wife Louise, their six-year-old son Jimmy Jr., a cocker spaniel named Spooky, stacks of charts, nine cameras and crates of film, they plan to make it to South America: Louise and Jimmy Jr. to Trinidad; James, Spooky and Lady Lou to Iquitos, Peru, 2,300 miles up tbe Amazon River.

Last June, McElroy got to browsing through some literature about tbe Amazon area. Appealing sort of stuff. He contacted the Pembroke people in Epsom, New Hampshire, and they agreed to his plan: to furnish a Pemhroke cruiser for the trip. The Johnson people provided tbe power: twin 35-hp Johnson Super Sea-Horse outhoard motors. On January 6, after autoing from El Paso to Portland, Maine, where they picked up the coral-and-white craft, the first leg of the estimated year-long odyssey was hegun.

McElroy, a graduate of the University of Denver, said he chose an outboard in which to make the trip because he had to "conserve space for needed equipment. Also," be added, "it's a bit more unusual." Some of the equipment besides tbc items already mentioned include: an Airguide compass, a 4-cubic-foot refrigerator (laden with Texas steaks), a two-way radiotelephone, a portahle typewriter, fishing and hunting gear, and an assorted parade of winter and summer clothing. Fully loaded, the mahogany-planked, lapstrake outboard weigbs slightly more than 5,000 pounds. The cabin-top is fashioned from fiberglass, berthing accommodations are for four, beam is 8 feet, and she'll draw 16″ of water.

The itinerary, sketchily, entails going down the Inland Waterway to Miami, on to Bimini, Cuba, and then island-hopping to the coast of South America. After McElroy bids his farewells to wife and son at Trinidad, he will continue alone on tbe more remote portion of the cruise: first up the Orinoco River, then back to the mouth of the Amazon, and finally up that river to the hoped-for goal, Iquitos, Peru. If he gets there be will have covered 12,000 miles, a lot of distance even for the Queen Mary. —M. P.



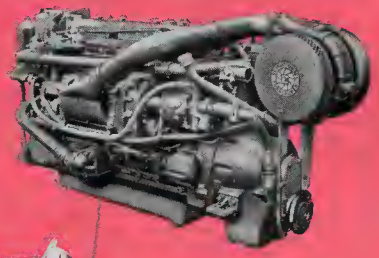
Lady Lou, a Johnson-powered 25′ cruiser bound for Peru.

Man! What power!

"GM DIESEL TURBOS GIVE ME COMPLETE SATISFACTION"

—Jay Holmes, *East Hampton, L. I., N. Y.*

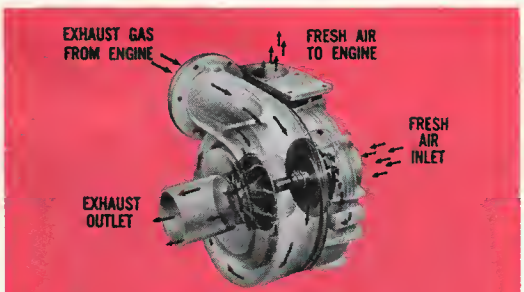
GM six-cylinder Turbopower Diesel has no equal for high-powered compactness. Over-all height of this 300 S.H.P. unit is less than 39"







Jay Holmes' "Blue Shadow" boosts an automotic pilat, 20-mile range rador, radio directian finder, fathometer, radio telephone, deep freeze, hi-fi recorder and roto broiler.



Using the "free" push of expanding exhaust gases in the turbocharger makes possible increased horsepower due to more efficient performance.

Snugly stowed in her engine room, a matched pair of General Motors "6-71" *Turbopower* Diesels enables the 62-ft. Wheeler "Blue Shadow" to attain speeds up to 17 m.p.h. Owner Jay Holmes says:

"I had these engines installed when GM Diesel Turbos were introduced for marine use. They have proved their worth and give me complete satisfaction. In addition to higher power, these engines are reliable, quick starting and quiet. I know, too, I can always get good service should occasion arise."

With Turbocharging, the already highly efficient GM 2-cycle marine Diesel delivers up to 28% more power —or the same power with fuel savings up to 18%! What's more, there's no increase in weight per horsepower. With aluminum components, the 300 S.H.P. "6-71T" weighs only 2555 lbs.; the 197 S.H.P. "4-71T," only 1590 lbs. And these ratings are *true shaft horsepower*—all of it available for pleasure-craft propulsion.

It adds up to this: If you want Diesel safety—with the matchless speed and smoothness of a "Jimmy" Diesel—see your GM Diesel dealer. *You'll get top power per dollar!*

DETROIT DIESEL

Engine Division of General Motors, Detroit 28, Michigan

GM DETROIT DIESEL POWER

Regional Offices: New York, Atlanta, Detroit, Chicago Dallas, San Francisco

In Canada: GENERAL MOTORS DIESEL LIMITED, London, Ontario

Single Engines—30 to 364 H.P.
Multiple Units—Up to 893 H.P.

NEW DOORS OPEN FOR ELECTRIC POWER

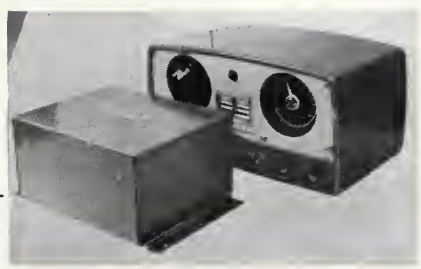
THE application of advanced electronic developments, having their beginnings in the aircraft and missile industries, now offers promise of rapid marine acceptance. Probably foremost among these developments is the little-understood. but much publicized, transistor. The term has been bandied about by many, without much understanding of what it is or how it works, and its debut into boating circles makes it timely for a discussion.

First shown on the Pacific Coast at the Seattle Boat Show in December, and then on the Atlantic Coast at the New York Motor Boat Show, were a number of "gray boxes" that changed direct current from storage batteries to 110-volt, 60-cycle alternating current—in big enough quantities to startle the marine industry. Inside the "gray boxes" were a group of power transistors—that accomplished this, silently, without vibration or motion of any rotary parts.

The impact on the boating industry of Transistorized Power Supplies affects the boat owner, the electronic sales and servicing organizations. the electronic equipment manufacturers, and the boatbuilders and designers. From the boat owner's standpoint, it means that, regardless of the voltage of his batteries, he can operate practically any "short-side" equipment such as television sets, AM/FM radios, fluorescent lights, electric razors, and vibrator sanders, in addition to two-way marine radios, depth indicators, direction finders and radar from the one common power source that delivers 110v. AC. Heretofore, he has been faced with buying rotary or vibrator power supplies for each piece of equipment to be operated—or, in the case of two-way radios, direction finders, depth indicators, and radar, pay the price of converters that were either integral with or accessory to the equipment he wanted.

A further problem that has plagued the owner who wanted good navigation and communication equipment on his boat, has been the necessity of running heavy and costly low-voltage. electric cables to each piece of equipment to bring to the equipment the necessary 12, 24, or 32 volts (DC) from his batteries. Development of Transistorized Power Supplies simplifies wiring, because the unit would be located close to the batteries, and lighter weight, less expensive wiring for the 110v. AC would be run to each piece of equipment to be operated.

From the standpoint of the electronic equipment sales and servicing organizations, the availability of Transistorized Power Supplies simplifies his inventory and repair parts and service problems. Instead of having to stock separate pieces of equipment for 12, 24, 32 and 110-volt, direct current systems, with their built-in rotary or vibrator power supplies, now a dealer need carry equipment for 115v. AC only—with the result that inventory investments can be substantially lowered. This will permit "off the shelf" deliveries of equipment that frequently had to be ordered from the factories because of the diversity of voltage inputs formerly required. (*Continued on page* 173)



New in marine electronics. A Bendix Transistor power inverter for use in conjunction with a Bendix radiotelephone. Transistor supplies 110*v. AC.*

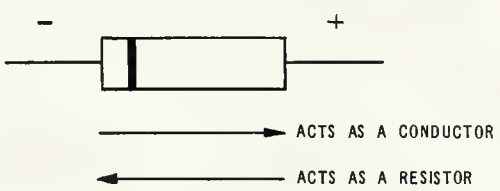


Figure 1. *Principle of the resistor. It acts as a conductor to electric current flow in only one direction.*

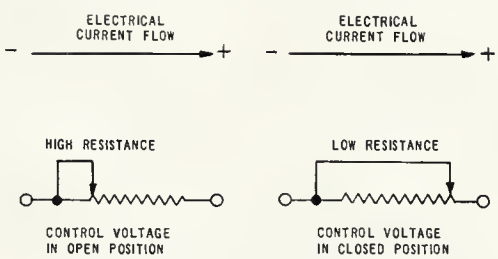


Figure 2. *Control voltage makes it possible to vary the resistance of current flow in conducting direction.*

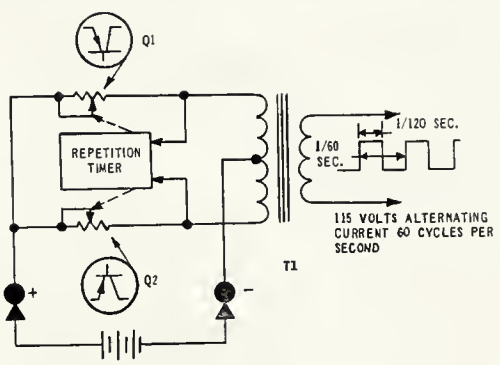


Figure 3. *Operation of a transistorized inverter illustrated by a simple diagram. DC voltage from the boat's batteries is changed to* 115 *volt AC at the rate of* 60 *cycles per second.*



SWIM SUIT BY COLE OF CALIFORNIA

Sweet dynamite...that's the new Super Scott 40 hp!

Don't let her slim lines, her soft voice and easy ways fool you. Beneath that graceful hood lies the full power of forty husky horses, superbly engineered to effortlessly power your boat!

For this is the motor that's making history in outboard endurance races, sweeping the N.O.A. Pleasure Boat Championships (four "firsts") with her top speed and tireless dependability! And this is the motor that can send your runabout skimming the waves or plane your family cruiser easily—while an amazing Economizer carburetor saves you up to 34% on fuel at cruising speeds!

Choose manual or electric-starting model (generator included at no extra cost), standard or long-shaft; choose from six handsome colors, too! And remember, *only Scott-Atwater outboards power-bail your boat—automatically!*

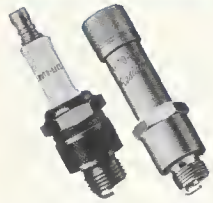
See the 40 hp* Super Scotts now at your Scott-Atwater dealer's. Or write Scott-Atwater, Dept. MB-38, Minneapolis 13, Minnesota for free color booklet about the great new outboards that give you guaranteed *pace-setting performance!*

*OBC certified at 4800 rpm

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Auto-Lite Marine Spark Plugs are ignition engineered specially for marine use. Auto-Lite Shielded Resistor Spark Plugs are recommended whenever suppression of ignition interference in two-way radio communication is a problem. Available with or without Resistor. Use Auto-Lite Standard or Small-Engine Spark Plugs for fast starts, smoother performance in all inboard and outboard engines.

Needs Water Only 1/3 As Often Auto-Lite Sta-Ful Battery



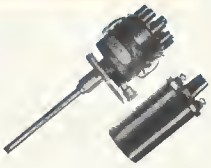
Here's the battery that gives extra safety for marine use . . . Auto-Lite Sta-Ful. Extra liquid reserve keeps power-producing plates covered *longer* for more dependable power reserve. Auto-Lite manufactures a complete line of marine batteries in 6, 8, and 12 volt types. These may be connected into units giving 24, 32, or more volts for boat lighting plants and other applications.



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Auto-Lite "Neosheath" Spark Plug Wire has highest quality neoprene insulation that resists heat, oil, ozone, moisture, and other harmful agents. Auto-Lite plastic and "Flextrand" Primary Wire is available for every need. Auto-Lite Battery Cables have exclusive "Power Line" Anti-Corrode Terminals made of a special pressure-cast alloy that positively will not corrode in marine service.

Replace with Original Auto-Lite Marine Electrical Parts



Auto-Lite Service Parts . . . including coils, distributors, generators, regulators, starting motors, and their component parts are available for all Auto-Lite equipped inboard and outboard engines. Replacing with Auto-Lite Original Service Parts assures full, *balanced* power for improved performance in the systems designed especially for Auto-Lite equipment. Insist on Original Equipment Parts.



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PASSING GLOUCESTERMEN

(Continued from page 40)



Dories are conveniently nested on the deck of the Killarney.

had an engine when working, and was a sailing vessel only for the races. Indeed, on one occasion when the Thebaud's engines brokes down while at sea, she had to be towed home by the Coast Guard; she did not have enough canvas to get there on her own.

As a racing fisherman, though, she was one of the best, fast under all conditions, especially so in heavy weather. In 1931, on her way up to meet the Bluenose off Halifax, she left Gloucester harbor with everything set before a fresh northwesterly, reeling off a good twelve knots. Towards evening, as the breeze freshened, the light sails, the topsails, staysail, jib topsail and jib were furled. After dark, winds of gale force struck, sending the Thebaud through the breaking seas in a smother of foam at her top speed. Her full mainsail, foresail and jumbo were strained to their limit. As dawn broke, the winds abated, and the veteran fishermen reset her lighter canvas. Thirty and one-half hours out of Gloucester, the two-master was anchoring in Halifax harbor.

She had averaged 13⅓ knots for 16 hours; there were times when she was doing over 15 knots. She had broken all records for the run.

The Thebaud and Bluenose met in three series of races, in 1930, 1931, and 1938. When the vessels were together they appeared like a grayhound and a bulldog, the trim Gloucesterman and the big, heavy Nova Scotiaman which looked almost too heavy to get out of her own way. There was reason for this, too, as the American vessel belonged to the class of schooners which brought their fish back to port fresh, packed in ice, while the Canadian vessel was a salt banker, packing away her catch in salt.

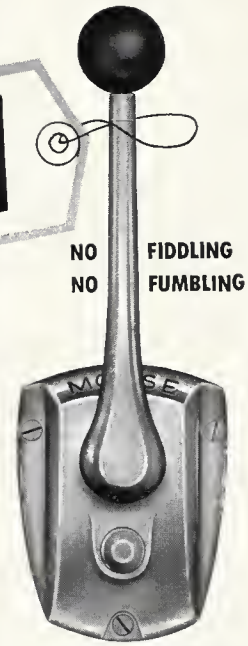
The Yankee had to hurry out and back from the Banks before her ice melted; the Novy could stay out weeks, if need be, until her hold was full. Still, there was something about Bluenose that was mysterious—it was her speed. Other vessels built to the same plans were not out of the ordinary; Bluenose was. When the last of the races came to a close on October 26, 1938, the old salt banker was still champion. The smaller Thebaud had done her best. She was almost as good, but not quite.

However, much of the success of the Bluenose belonged to her famous skipper, Captain Angus Walters who had her from the start. He was a great sailor who got the best from both his crew and his ship. His Gloucester rival in the days of the Thebaud was Captain Ben Pine, likewise a fine sailorman. During the last races sickness had forced him to remain ashore, but in his younger days he had closely pressed Captain Walters in many a race. Some few years ago I asked Captain Pine which Gloucesterman he considered the fastest of all. His answer was the Columbia, the great Columbia which had been launched in 1923 and went missing with all hands in 1927. When conditions were right for her, she could log better than seventeen knots, a truly great speed for a big fisherman. Captain Pine died a few years ago in Gloucester, and on his

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with Time-Proven
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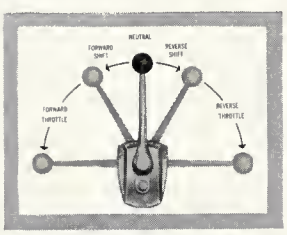


Provides ONE-HAND Control of Outboard Clutch and Throttle

Now, the leader in single-lever mechanical controls offers you the ultimate in outboard control—the Morse Single-Lever Outboard Control. It supplies precise, foolproof *one-hand* control of clutch and throttle, with full throttle for starting and warm-up. Automatic return to idling position when clutch is disengaged or reversed provides full protection for shift mechanism. Tru-Lay low-friction push-pull cables supply constant, effortless performance on the smallest boat or largest outboard cruiser. Have your Morse Marine Dealer show you this new low priced Morse Control with patented, time-proven MORSE-ACTION. You'll want it on *your* outboard.

Made by the Pioneer in Single-Lever Mechanical Controls

More than 10 years ago, Morse pioneered the single-lever mechanical marine engine control for cruisers. Today this basic MORSE-ACTION is in use throughout the world on all types of boats. MORSE-ACTION is time-proven.



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tombstone is carved a picture of his favorite ship, the Columbia.

The end of the Columbia, incidentally, was tragic. In July, 1927, she sailed for the Banks on a salt fishing trip (the last ever from Gloucester) with 22 hands. The following month a terrific gale swept the area, and when it had passed, Columbia was gone, overwhelmed by the storm. Some of her dories were washed ashore on Sable Island; that was all. Four months later, shortly after midnight on New Year's day, the Canadian beam trawler Venosta was hauling in her nets when they fouled some wreckage. Slowly the wire cable wound in, and suddenly in the glare of the working lights, a hulk came out of the depths. For seconds she rested on the surface, but then the nets let go, and the hulk slid back into the depths. The crew of the Venosta were never certain, but they always thought the vessel they had hauled up was the Columbia.

The last Gloucester schooner to be in the fish business under sail alone was the Thomas S. Gorton. Built by Tarr and James at Essex in 1905, she remained active under the U. S. flag until 1935 when she was sold 'East' to Newfoundland interests. Her Gloucester owners had felt that she had outlived her usefulness, but the Novies saw that she was still a good vessel. In time they gave her engines, doing away with much of her canvas. She was in a hard, rugged tramping trade in northern waters. On more than one occasion she was given up for lost. In 1947 she was wrecked near Bonne Bay, but after her crew had deserted her, she floated off the rocks on her own, and for a week drifted around the Strait of Belle Isle, riding on her lumber cargo, until some passing fishing boat picked her up. Finally, in 1956, in her fifty-second year, when bound for Lahrador with a cargo of supplies, she ran into an iceberg and sank within ten minutes.

Probably the last Gloucesterman launched as an all-sail fisherman was the big L. A. Dunton which came from the Story yards at Essex in 1921. She was not a particularly handsome vessel, not too fast under sail, but rather typical of many of her sisters during the last days of canvas. The Dunton was given engines in 1923. Twelve years later she was sold to Newfoundland, and since that time has been active as a freight carrier. Last August (1957) she began to show her age. With a general cargo out of St. John's, she started a bad leak, having to put back for permanent repairs.

At the present time a small group around New England has banded together in an effort to bring the Dunton back to the States, perhaps to Gloucester or to the Marine Museum at Mystic, to set her up as monument to the days of the sailing Grand Bankers. However, the expenses would be considerable, and already the Sadie Nunan has shown that local interest is lacking.

In August, 1932, Captain Frank Gaspa took the Philip P.



We're Here, of Gloucester, as portrayed by M.G.M. in their film, Captains Courageous. Later it was powered by diesels.

It's what you have always wanted . . .

it's a HIGGINS "23"



This roomy "23" cruiser taps them all.

Your Higgins boat is here!

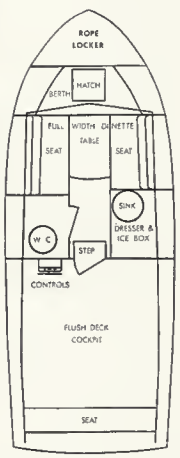
You've always wanted an inboard cruiser of your own, and you've had your eye on a Higgins.

Wisely did you wait to buy a boat until you could get the BIGGEST inboard cruiser for your money. Important features, the BIG things that make a BIG difference, Higgins has 'em. This 23-foot Express Cruiser packs more value aboard than you'd ever expect in a boat this size.

FANCY THESE FEATURES!

Length: 23'—Spaciousness to spare.
Beam: 8' 8"—Room to move around.
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Flush Cockpit—Smooth as your porch.
Full-size dinette—No "side-saddle" eating.
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Twin Engines Available—1 or 2, up to you.
Speeds to 36 mph—Cruise, ski or troll.
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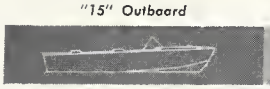
PRICE: FROM $4,995.



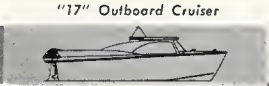
Two important conveniences you don't expect to find in a boat of this side deck. Both standard on the Higgins "23".
size: 1) Spacious, flush-deck cockpit; 2) non-skid, walk-around

"HIGGINS HAS THE HULL"

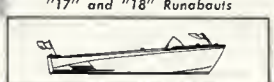
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Fine yachts in steel or aluminum alloy.

Manta out to the channel grounds, 60 miles off the Cape, using sail only. The Manta had not been doing well that season, and when she had further engine troubles, her crew voted to try a trip under sail. This was the last voyage to the Banks by a Gloucesterman without power.

Star of "Captains Courageous"

For a brief time in 1935 the 'old days' returned to Cape Ann when Metro-Goldwyn-Mayer Corporation chartered two schooners, the Mary Curtis and the Imperator, for use in filming "Captains Courageous" by Rudyard Kipling. The latter vessel was temporarily renamed We're Here, the vessel of the novel. Here was a little poetic license for Kipling's schooner was a small 70-tonner with a nine-man crew and half a dozen dories, typical of the early 1890's, whereas the Imperator was one of the larger Gloucestermen, a 148-tonner with a crew of 25 to 30 men, and maybe a dozen or more dories. However, film-wise, the results were excellent, and the shots taken on the "Banks" were some of the best nautical pictures ever turned out by Hollywood. As soon as the filming was over, the Curtis and the Imperator rigged down again to resume fishing under diesel power, just using a bit of canvas for steadying purposes. To complete the film on the West Coast, MGM purchased the 107′ schooner Orftha F. Spinney, considered at the time "the finest craft afloat in the harbor, insofar as deep sea fishing is concerned," and they took her around to the Pacific.

Six years ago when Universal-International motion picture studios wanted to do a scene of fisbermen-type schooners racing, they had to go to Newfoundland for their vessels. One of the vessels selected was a big Newfoundlander, tall rigged but no bowsprit; the other was the one-time Gloucester schooner Leonora Silveria, launched in Essex in 1912. After she had been wrecked in 1934 at Nortb Sydney, she was salvaged by a group of Canadians, and later was in the Labrador trade. Re-fitted for the movies, she brought back memories of the older days when schooners carried their topmasts and long bowsprits. The film, "The World in His Arms," was in color. The shots of the race, whicb lasted for only a short time on the screen, were absolutely magnificent, the two schooners boiling along in a rough, wbite-capped blue sea, every sail straining, every line bar-tight, their leeward bulwarks buried in the swirling waters. This scene of yesteryear will probably never be repeated again. When the filming was over, the Silveria went back to freighting, but a short time later, when loaded with a cargo of coal from Nortb Sydney for Newfoundland, she hit bottom off St. Pierre, opened up, and sank.

Going, Going—Almost Gone

For the most part, the older Gloucester Grand Bankers bave gone. Only a few months ago a Portuguese fisherman, the Julia la, was caught in a severe storm on the Banks. It was too mucb for her all wooden hull; she sprang so many leaks her crew had to abandon her. Lloyd's did not list ber place of birth, but it was announced later that the two-master had originally come from Gloucester, having been built in Essex as far back as 1853! However, she had been re-built on several occasions, and probably little remained of the Yankee vessel. She had been one of the two remaining all-sail fishermen of the Portuguese Bank fleet.

One survivor of the Gloucester fleet still sails the seas today, little changed by the passing years. Her name today is Ernestina, but when she was launched from the Burnham yards at Essex in 1894 she was christened Effie M. Morrissey, named after the daughter of Captain William E. Morrissey who was to sail her on her first trips fishing. He was later relieved by his son Clayton, a youngster who stood six-foot-four, and who was to become one of the best known skippers out of the port.

The Morrissey's fishing life was an active one, salt banking, seining, freighting herring from Newfoundland, and such. She left Gloucester in 1905 when she was purchased by Digby, Nova Scotia, fishermen. In 1914 she went to new owners in Newfoundland, the Bartletts. In time she was taken over by



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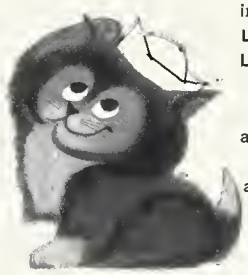
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Robert A. Bartlett. Captain Bob had long been prominent in polar exploration, and had been master of the Roosevelt when she had carried Admiral Peary on bis dash to the Nortb Pole in 1909. He had aided in setting up tbe most advanced base, about fifty miles from the Pole itself.

In 1926 the Captain prepared the Morrisey for new adventures in the north. He had the hull sheathed in greenheart, making her tremendously strong. A diesel engine was installed to give her that much more power. The next years were to see the two-master traveling far north each summer. On her first run she was actually wrecked off Northumberland Island, left high and dry on the rocky shore at low tide. This was 1000 miles from the nearest settlement, 2000 miles from the nearest town of any size. For a while it seemed that she would be a total loss, but after 25 hours Captain Bob and his boys got her afloat again.

Trip for American Indian Museum

The Morrissey's expeditions were to take her to seldom visited areas in the polar regions. One voyage, under the auspices of the Museum of the American Indian, led ber up along the east central coast of Greenland to investigate ancient Eskimo houses where no Eskimo had been since 1824. Another voyage, in 1928, saw Captain Bob and his schooner off the distant Siberian coast. In 1932 the Morrissey beat her way north to Cape York where a great stone monument 60 feet high was erected atop a bluff, 1500 feet above the sea, in memory of Admiral Peary.

During World War II the little two-master and her rugged but aging skipper worked with the Army and Navy in the Arctic, always on the go. In 1945 he was as far north as Thule, leaving supplies at a group of Danish weather stations which had been established in connection with the trans-Atlantic planes then ferrying troops between Newfoundland, Iceland, and Scotland. At one point his crew managed to pick up a six-month-old polar bear cub which was caged aboard the schooner to be taken back to the New York Zoological Park in the Bronx, (better known to its millions of visitors as the Bronx Zoo).

That was the last voyage the Captain made. In April, 1946, Captain Bob died in a New York hospital even while thinking about fitting out his schooner for another trip north. The Effie Morrissey was now alone, back in her one-time home port of Gloucester, awaiting the future. At one point there was talk of her sailing out to the South Seas, but nothing came of it. New owners moved her down to the Flushing Boat Basin in New York. In 1947 she caught fire there, sinking in shallow water. Some time later she was raised, her charred hull given a complete overhaul, and she was ready to begin a new life in the Cape Verde packet trade.

On August 18, 1948, the Morrissey set out from New Bedford, Massachusetts, bound for the Cape Verde Islands. She had one passenger and 70 tons of cargo, mostly food and clothing for the islanders. Her engines had been removed, topmasts re-stepped, sails overhauled. A tug took her down the bay, and then she was on her own for the 3500-mile voyage.

Sails Through Heavy Seas

A few days short of a year later, the two-master was back in the States, coming into Providence, Rhode Island, 53 days out from Dakar, West Africa, with five passengers and 12 casks of tobacco from the Island of Praia. The next few years saw the old ex-fisherman make an annual voyage, spending the winter months trading among the islands. In 1953, while bound to the States, she went through two hurricanes, one 300 miles north of Bermuda, the other when less tban 100 miles from Brenton Reef Lightship. On each occasion the fore-and-after was snugged right down, the wheel lashed, and all hands remained below until the worst of the storm had passed. She was 42 days on the road that trip.

Another trip, when outward-bound, she was caught in a long calm on the far side of the Atlantic. One day, during a spell of violent rolling, her masts let go, crashing over the side in



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a tangle of wreckage. This seemed the end of the schooner at first, but then she was towed into port, and eventually re-rigged.

Today the Ernestina, ex-Effie M. Morrissey, is still active, at the moment out in the Cape Verdes. A few years ago she was again given a small engine, but it does not have too much power, just enough to get in and out of port on her own, and to crawl through calms. She still relies on her canvas as of yore, the same rig that Captain Morrissey took out of Gloucester 64 years ago.

Fire and Another Link Is Gone

As for Gloucester itself, there has been a great change in recent years. The waterfront lost much of its charm and appeal with the passing of the schooners; the motor vessels of today lack the romance which went with the windships. Then in recent years, a series of mysterious fires wiped out many of the old wharves that had long been associated with the schooner fleets. Sail and spar lofts were burn to the ground. It seemed that each time the fire alarm whistle signal blew, another link with the sailing days was broken.

Still, in many of the homes on the hill above the harbor, there are men who remember. Men who remember sailing out by the breakwater, out past Eastern Point Light, by Thatchers with its two towers, bound to the eastward, the wind in the sails, the whine in the rigging, the hiss of the seas about the bows. In years gone by they have hauled on halyards and handled sheets, they have boisted dories, and forked the fish. They have seen the Banks in all their moods, in calm and storm, clear and fog, from the decks of their wooden schooners and from their bobbing dories. They have handled a kicking wheel as they have watched the curling seas break beneath their counters. There were times when they have shovelled the ice from their decks, and beaten it off shrouds and lines while the mid-winter blizzard howled and shrieked across the ocean wastes.

I, too, remember a little of those days. There was the night in the Gorton off Sable when a summer gale struck without warning. As the night came down we fought to get in the big mainsail, bend on the stormsail. And at midnight I stood in the forehatch, looking out into a black fury, raging seas sweeping the ship from rail to rail. She staggered, reeled, rolled, and shuddered, but she always rose to meet the next onslaught. I remember dory fishing in the Killarney, when I was still just a lad. I shivered as I held the wheel as she jogged under short sail in the black morning hours while the fishermen cut their bait and prepared their hooks for the day's work. There were gorgeous sunsets as the dories rowed back at close of day. I recall the fog at midnight, all hands on deck listening to the thud-thud of the screw of a tramp-ship as she bore down. Nearer, still nearer she came, then loomed up dark and huge, crossing our bows scant feet away. I remember the smells and the sounds. The crowded, friendly forecastle was always dimly lit, the lamp swinging from a hook. The cook abaft the foremast working hard to feed his hungry crew. What fine meals he turned out day after day, fine weather or foul. He was probably the busiest man aboard the ship. At least it can be safely said that three times a day he was the most appreciated man aboard.

Can Remember the Old Schooners

I remember some of the older schooners that were still fishing 30 years ago, many still carrying their four lowers. Some were clippered-bowed, like the Effie Morrissey; they were the real old-timers. Then there was the little Elsie, one of the fastest of her day, and the Progress and Arthur D. Story, all racers. Once I sailed in the Gertie Thebaud when she was still young, just trying out her new wings. Ben Pine pushed her to see what she would do, and before the blast she shoved her rail under, and half her deck, too, almost to the mainmast, burying her deadeyes, and she tore through the water like an express.

There are memories and more memories. They seem to go on and on. But oddly enough, that is about all there is left to the Gloucester sailing fleet—just memories.

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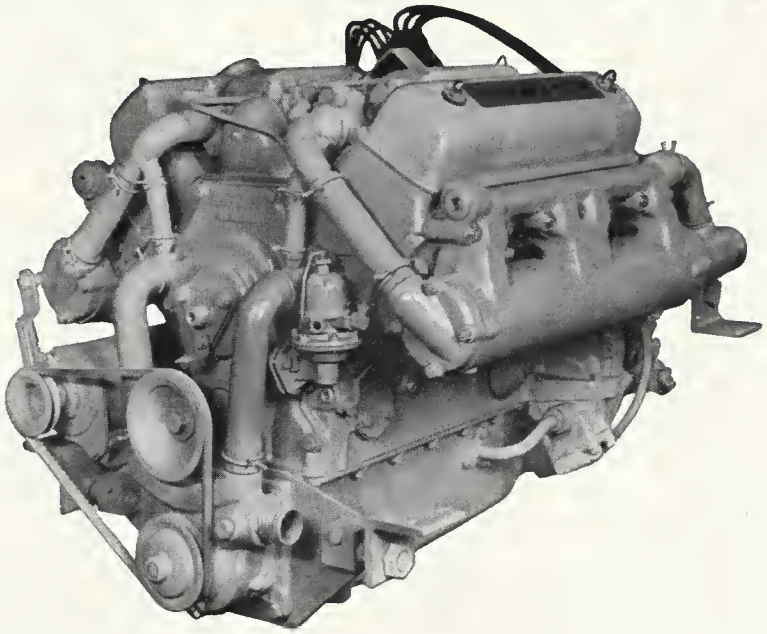
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owners say!

From Buffolo, New York: "I have had considerable experience with various types of marine motors and I find my Interceptors the smoothest, quietest, most economical and in all respects the most desirable that I have ever owned, or in fact, that I have ever had an opportunity to observe in operation."

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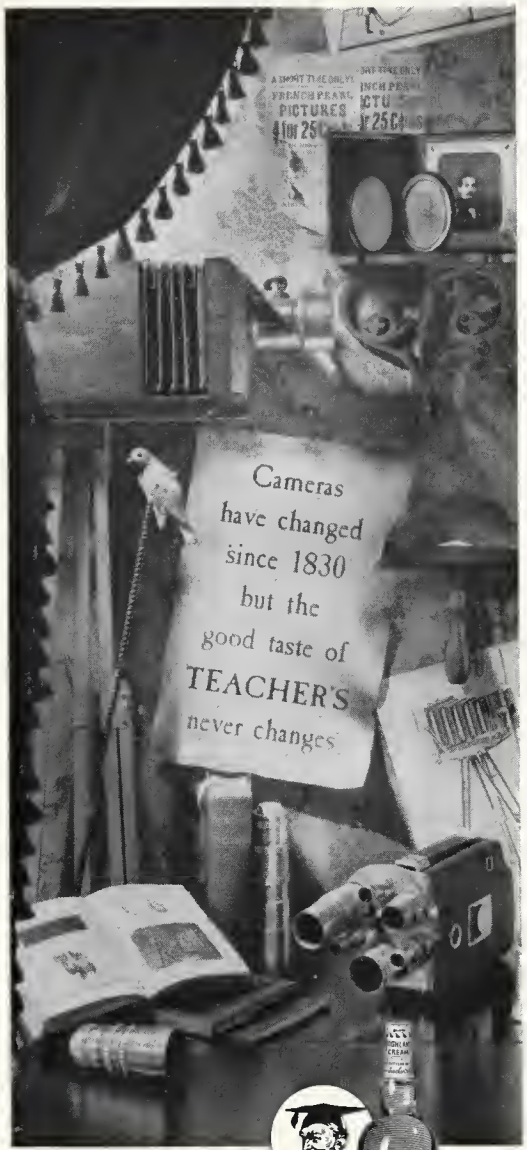
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REPAIRS TO MOLDED PLYWOOD

(Continued from page 57)

When the resin has set, remove the inside of the hull. Scrape off any remnants of paper or wax which may have stuck to the inside of the patch, then apply a piece of glass cloth to the sanded area on the inside of the hull.

When all the resin has attained sanding consistency, feather-edge the cloth patches with the disc sander. If you are moderately careful patching the paint, it will be very difficult to locate the place where the boat was patched.

M. C. A., Ventura, Calif.

MOTOR BOATING'S

☆ *PRIZE CONTEST* ☆

Each month MoToR BoatinG awards a prize for the best answer to a question on practical boating problems. In this department readers have an opportunity to exchange helpful ideas drawn from practical experience.

QUESTION FOR MAY CONTEST

Discuss a program for the fitting out of a typical outboard cruiser to ready her for the coming season. Illustrate details where possible.

Prizes: **For the best answer to the above question, the winner will receive a $25.00 check. Equivalent space rates are paid for published answers which do not win a prize.**

Questions: Readers are invited to submit suggestions for questions to be answered in this department in future issues.

Answers submitted should be sent to the Editor, MOTOR BOATING, 572 Madison Avenue, New York 22, N. Y.

APRIL contest answers must be received on or before March 20.

Must be approximately 500 words in length.
Must be accompanied by the sender's name and address.
Names will be withheld and only initials published.

☆ ☆ ☆

STOPPING RUST AT THE STRAINER

For those who may have been bothered by a fuel stoppage resulting from the passage of minute particles of iron through the filter, a correspondent, Charles Erwin Cohn of Chicago, Ill., comes up with an interesting suggestion. He writes:

"Most engines have a filter in the fuel line to remove solid particles from the fuel. Many of these particles will be iron or steel, coming, for example, from corrosion of the gas tank.

"To increase the efficiency for removal of such particles, it is a good idea to put a magnet in the fuel bowl. All that is necessary is to procure a small Alnico magnet that will fit and drop it in. This will catch any iron particles too small to be caught by the filter, and will also collect larger ones, reducing the load on the filter and prolonging its life."

ALUMINUM HULL CARE

Owners of aluminum-hulled boats may obtain free of charge an instructive manual on the "Care and Maintenance of Aluminum Boats" by writing to the Marine Sales Department, Kaiser Aluminum & Chemical Sales, Inc., 919 North Michigan Avenue, Chicago 11, Ill.

The company is also prepared to make available to naval architects and boatbuilders, four other Kaiser publications concerned with the use of aluminum in the marine field. They are: "Aluminum in Ship Construction," "Designing with Aluminum," "1958 Mill Product Descriptions and Availabilities" and "Kaiser Aluminum Marine Memos."



New Egg Harbor "31" is the newest model to come out of the Egg Harbor Boat Company's New Jersey works. The trim sports fisherman has twin 1" Monel shafts, Monel fuel and water tanks, ice box liners and fastenings.

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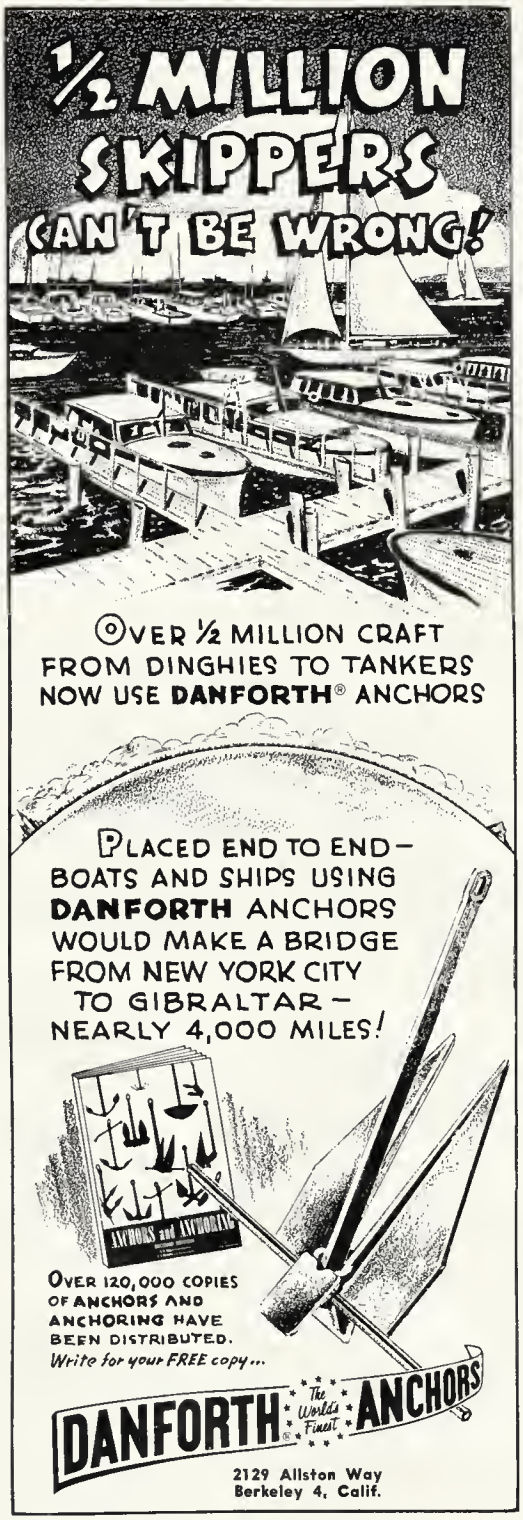
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"ROSIE" HONORED WITH EVINRUDE AWARD



Photograph by one of the sons of Morris Rosenfeld

Morris Rosenfeld, (R), for 60 years the country's leading marine photographer, receives the Ole Evinrude Award from Ralph Evinrude, at the 1958 National Motor Boat Show.

RALPH Evinrude got so enthusiastic in presenting the Ole Evinrude Award to the marine photographer, Morris Rosenfeld, for "life time contributions to recreational boating" that he almost forgot to hand Rosenfeld the $1,000 check that went with it.

This was the kind of flowing excitement that welled up among the 130 boating and outdoor editors and writers who turned out for the presentation of the award by the Evinrude Foundation at the National Motor Boat Show in New York, January 20.

For they knew that in the decades—probably even in the centuries to come—when yachting history is written, the some 60 years that this internationally famous photographer has been at work will probably come to be known as the Rosenfeld era.

For the first half of the 20th century—the Newport-Bermuda races, Miami-Nassau, St. Petersburg-Havana—the Gold Cup of motor boating and sailing's America's Cup—all are brought together into one picture, the Rosenfeld picture—yachting as he has seen it through his camera's eye since the square-rigger in a Houston street slip that constituted his very first photograph to the latest modern power boat.

Many of his pictures have been assembled in a new book. "Under Full Sail" (Prentice-Hall), with text by Everett B. Morris.

The bronze plaque had a sculptured relief of Rosie's nimble little cruiser, Foto, which he uses in his work.

The complete inscription on the plaque reads as follows:

"It is to Morris Rosenfeld that the Ole Evinrude Award for 1958 is made in recognition of his lifelong contributions to recreational boating.

"Through the medium of his photographic art, Mr. Rosenfeld has recorded a half-century of American boating with such integrity, skill and sensitivity as to create, for the uninitiated. an understanding and appreciation of the pleasures afloat.

"He has long held the respect and esteem of all those for whom boating is a way of life. His work will forever remain a document to the sport he has lived, loved and served so well."

The Ole Evinrude Award is made annually by the Evinrude Boating Foundation in recognition of "lifetime contributions to recreational boating." Former recipients include: Charles F. Chapman, editor of MoToR BoatinG magazine and a founder of the United States Power Squadrons and the American Power Boat Association; the late Herbert Stone, publisher of Yachting magazine; and, last year, to the officers and men of the United States Coast Guard and the Auxiliary.

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SUNSHINE AND SUBMARINES

(*Continued from page* 48)



No one thought he would do it. But Zalmon G. Simmons upset pre-race predictions and won the Gold Cup race with his My Sin in 1939. *He's in the center. At the extreme right is a very proud Mrs. Simmons with Miss Simmons at the left. At the extreme left is Sheldon Clark of Chicago.*

Even in an atmosphere of change there are flashbacks of the past—and this was true in 1939. People were reminded of the past when they read of the death of Chris C. Smith. Actually his full name—appropriately enough—was Christopher Columbus Smith. Of course, he still might not have been known to many people until they had read the full story.

Fifty-eight years earlier a young Chris Smith had built himself a duck boat. As it turned out, it proved faster than existing similar types. He sold the boat. He built others like it and they were quickly purchased by friends and acquaintances. Pretty soon he was in the boatbuilding business. Eventually he formed the Chris Smith and Sons Boat Corporation. Later this was changed to Chris-Craft.

Another veteran boatbuilder was preparing to celebrate his 50th anniversary in the business. This was Scott J. Matthews, president of the Matthews Company, who was the subject of an article in the November issue of MoToR BoatinG. The keel for his first boat was laid in the cellar of his home in Bascom, Ohio, in 1890.

"In planning my boat," Mr. Matthews said, "I made some miscalculations. When it was finished I found it would not pass through the cellar door. Result was I had to tear part of the house away in order to get the boat out."

One thing that was floating into the past was the big yacht. The 1939 edition of Lloyd's Register of Yachts declared that the building of large yachts in America had come to a standstill. It listed Commodore Vanderbilt's Vim as probably the largest recently made. Lloyd's put the blame on a slight recession—but more on restrictive legislation. Under the new laws vessels of more than 200 tons had been placed under the Federal steamboat inspection service. This had effectively discouraged construction of the type of yacht once popular with the wealthier American.

It's interesting that in a land where bigness counted—where a man had to crane his neck to get a good view of the skyscrapers of progress—the yacht in effect was getting smaller, and thus, more accessible to the hundreds of thousands who wanted to take to the open water in boats.

Sure, it meant less of the spectacular—smaller America's Cup sailers, for instance. But it meant that more people would be able to understand and support these races—because more people would be yachtsmen. Anyway, size is a relative matter. And a couple of smaller, evenly matched boats could put on a more spectacular race than the one-sided affairs that had characterized the recent America's Cup races.

Racing that year was especially unpredictable and exciting

In 1958

Really Luxuriate

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"QUEENIE"
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2 — 6-71 G. M. Turbo.



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48′ Promenade Deck
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48′



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46′ Promenade Sport Fisherman
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2 — 4-71 G. M. Turbo.

46′



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without working in water

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"PERMA-DOCK" Metal Brackets provide a quick easy method for putting up a stronger, safer dock *without working in water!* Wooden dock sections are built on shore, fitted with "Perma-Dock" Metal Brackets and floated into place on boat (see illustration). Steel pipes are dropped through brackets and driven into place from on top of dock. Brackets lock securely on pipes with set screws, yet are easy to adjust for changing water levels. Dock can be taken down in sections just as fast as it is put up. Brackets in three sizes for 1¼", 1½" and 2" standard steel pipes. LOW FIRST COST and a permanent dock.

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A boat that had made hardly a ripple in pre-race speculations, and powered by a temperamental motor that had caused one man to quit the sport, won the Gold Cup at Detroit. Zalmon G. Simmons of Greenwich, Conn., representing the Indian Harbor Y. C., drove his My Sin to victory in all three heats. Above that, he broke the 90-mile record going at an average speed of 66.240 mph.

Tied for second place at 300 points each were Notre Dame, owned by Herbert P. Mendelsohn of Detroit and driven by Dan Arena of Oakland, Calif., and Miss Canada III, owned by E. A. Wilson of Ingersoll, Ont. and driven by his son, Harold Wilson. But no boat, other than My Sin, finished all three races. The defending champion, Count Theo Rossi, could not reach this country from Italy, although his 1938 winning boat, Alagi, was in Detroit.

First Doesn't Start, Then Wins

The winning boat was designed and built by Apel for the 1938 race. Although taken to Detroit, it never even got across the starting line. Her power plant, a 16-cylinder Miller motor. had been built several years earlier and had given the previous owner nothing but trouble. He had used it in the 1924 Gold Cup race. But the motor had caused him so much disappointment that he retired from racing.

Miss Canada III, which had figured so high in pre-race speculation for both the 1938 and 1939 contests, looked like a sad object after the latter. It always seemed to be developing supercharger trouble. But at Washington it redeemed itself in a most exciting race.

The first heat at the President's Cup trophy regatta was also the first workout for the Canadian boat since it had to drop out of the Detroit contest three weeks earlier. Her crew had worked frantically at Detroit to rebuild the supercharger. This was completed just 48 hours before starting time of the first heat of the President's Cup. There was only time to load the craft on a trailer and rush in the Capital. They barely got there in time for the starting gun.

Notre Dame, piloted by Dan Arena, took off with a commanding lead in the first heat. She was closely pressed by My Sin for a while until the latter had to drop out leaving Miss Canada III a rather distant second. It looked as though the latter was traveling "the slow road to China."

But after two laps Wilson began to get the feel of confidence. He opened up a little more. As another wave of confidence came over him he opened up more. Soon Miss Canada III was closing the gap at about five seconds a lap—until as Notre Dame rounded the buoy to begin the last lap—five seconds were all that remained between the two boats. At the rate of the Canadian's steady comeback, it was evident that a dead-heat was in the making—and that's how it almost turned out. When the boats went over the finish there was no open water between—Notre Dame had managed to get over a fifth of a second quicker—one of the closest finishes recorded in a major boat racing event.

Miss Canada Is a First

After that the regatta was Miss Canada III's. She really came into her own winning the next two heats. She became the first Canadian boat to win a major American trophy.

Another surprise was uncorked by a once shipwrecked six-meter that had been left to stagnate at a yard until bought by an optimistic sailor, and rebuilt in time for the six-meter races at Bermuda. This was Achilles which two years earlier had been blown ashore in a gale, dismasted and severely damaged. For two years she had laid at a shipyard mooring, a belpless, negelected hulk. Then Bert Darrell purchased and rebuilt her bow and stern sections and fitted her witb a mast.

At the Bermuda races, tbings went their usual way with the Americans winning handily. George Nichols' Goose won the Prince of Wales Cup by a comfortable margin. Then, teamed with Henry S. Morgan's Djinn and Herman Whiton's Star Wagon, they easily defeated the British contingent of Solenta, Achilles and Viking to win the Cubbitt Cup for team championship.

After such performances it was too much to expect yachts-

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There's pleasure ahead for some lucky people who act soon. Good, healthful, relaxing pleasure in a beautiful, comfortable, seaworthy Colonial Cruiser. Whether your cruising requirements call for a big, roomy craft like the "37" Sedan, pictured above, or the zest and freedom of the flashy "37" Express, you cannot find more beauty, livability or value than you get in these fine cruisers. If your desire is for a smaller craft look to the new "33" Sedan or Express models. In the "37" line Colonial offers a choice of two trunk cabin arrangements. One sleeps four and has a large galley and snack bar; the other sleeps six and has a lounge that converts to upper and lower berths, replacing the snack bar. In addition the "37" Sedan has a large deckhouse with a davenport that makes a comfortable double bed. The "33" Sedan sleeps six and the Express, four. All have the famous Colonial Roun-Vee hull for better performance and economy. All have twin power, reduction drives and hydraulic clutch controls plus walk-around decks protected by handrails. Bow rails are optional. If you want to be afloat early this year in seaworthy comfort, see your Colonial Dealer today or write for details.



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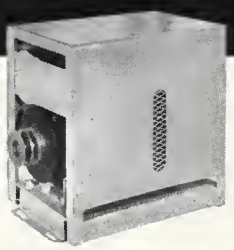


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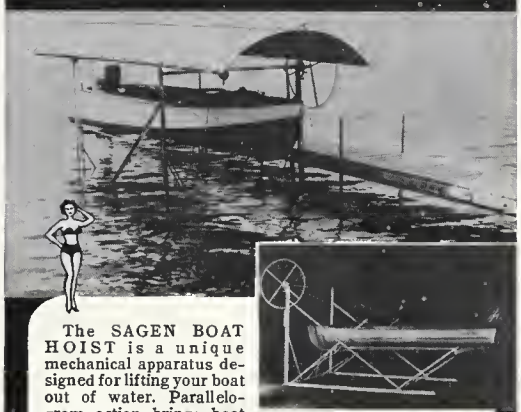
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WEEDSPORT, NEW YORK

men to give Achilles much of a chance in a match against Goose for the golden King Edward VII Cup. Indeed, Goose won the first race leading by nearly two minutes in light weather. She got a winner's grasp on the second race sailed in a livelier breeze.

Then Achilles opened up with a series of short tacks in an attempt to break through Goose's lee. Goose covered the Bermudians, tack for tack—and then let go. And that was when things began to happen. Goose got a bad header. Achilles picked up a favorable slant and their positions in the race were immediately reversed. Once in front, Achilles doggedly held it and got across the finish less than three lengths ahead.

In the tie-breaking race the next day the wind blew hard—and it was an ill wind for the American entry. Achilles led throughout under a 25-mile sou'wester and won by more than two minutes.

Glorious Summer for Goose

But in general Goose had a pretty glorious summer. Indeed, she upheld the American honors aboard when at one point it looked as though we would have no defender for the Scandinavian Cup. This would have been ironical because the defense was originally slated to take place in America. But the Seawanhaka Corinthian Y. C. at Oyster Bay, L. I., felt that since the races had been held here for two straight years, it would be healthier to hold them in Europe that year. They sportingly offered to do so. Finland, which hadn't won the Cup since that country first put it up in 1919, quickly took advantage. Then for a while it looked as though no American would make the trip to defend the Cup—until Nichols sent Goose over.

Of course, the Americans might have been just as sporting about sweeping the series again—for that was just what Goose did. Only it had a different skipper for each race. After winning the first race, Nichols was beached with a bad case of grippe. So his son, George, Jr., took the helm and won the second race. By that time, Rod Stephens who had been sailing with Commodore Vanderbilt aboard Vim in England, had a chance to fly to Finland to take command of Goose for the third victorious race.

And Vanderbilt, of course, had been doing such a good job in England adding to the glory of American yachting, that he should have been given some sort of a ticker tape reception down Broadway. Vanderbilt was about to leave and the writer of "With the Windjammers" declared that "It does not require a vivid imagination to picture the pleasure and relief with which the British yachtsmen will wave farewell to the crackerjack American entourage. Vim . . . romped through the British 12-meter fleet in English waters with such regularity that the Britons wrote letters to *The Times* and were on the point of asking questions of the government in the House of Commons."

Vim Cleans Up Royal Silverware

Before the famous Cowes week opened Vim had sailed in seventeen races, scoring twelve firsts, one second and two thirds. The Cowes Week saw Vim disqualified in the first race. Then she came back to win four straight to take the twelve-meter crown, defeating among others, Commodore T.O.M. Sopwith, who had tried twice to take the America's Cup from Vanderbilt.

The race at Atlantic City, N. J., for the Judge Emil Auerbach Memorial Trophy provided a thrilling motorboat race. There being no restrictions on type or size of craft and no handicaps allowed, 16 boats went across the line including 135 and 225 hydroplanes, Classes B, C, E, F, and H inboard runabouts, outboard runabouts and outboard hydroplanes.

Up to two hours before the start, the ocean had been calm. Then a moderate southerly breeze came up and kicked up a snarling choppy sea. The boats got off to a good start. But a smother of spray hid the fleet from vision and officials couldn't determine the relative positions of the boats for more than a few hundred yards from the starting line. A few of the drivers finally gave up. But others persisted.

William E. Gatewood of Norfolk, Va., owner and driver of



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The styling sensation of 1958! Colorful two-tone wheel for your runabout or cruiser. Chrome finish housing. Rugged. LifeGuard rim design.

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Here's matching beauty to "deck-out" any boat! Complete set of working trim — cleats, chock, and handles — in modern Zamac metal. 3-coat heavy chrome finish.



NEW!

COMBINATION LIGHTS
Put your craft in front-running shape with this smart, sleek-looking bow light. Chrome plated brass. Fresnel lenses — red and green. Flag pole socket optional.



"SEA-MASTER" SPEEDOMETERS
New beauty and design — by the maker of the first super-accurate speedometer! Deck and dash mounted models. Read to ¼mph! Two dial faces—35mph or 50mph. Easy to install. 16 ft. plastic tubing.



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New 1958 Sailboat Fittings Catalog. Only 25c. Everything for building or outfitting a sailboat, including rigging lists and details for most popular boats.

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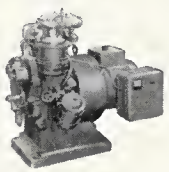
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NEWS



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Two Onan 3KW Dieael Electric Planta aupply 110-volt A.C. power for electric heatera, broiler, refrigerator-freezer, air conditioner, electric utenails, lights, pumpa, winch, and electronic equipment.

The Onan Planta are economical to operate, run continuously with minimum attention. Water-cooled with approved marine aafety features. Compact . . . quiet-running.



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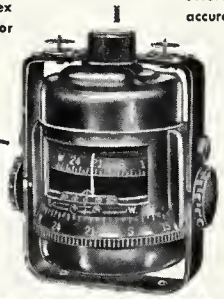
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Miss Manteo came charging in his boat towards the finisb line with a commanding lead. Then hardly 100 yards from the finish, the boat suddenly quit. At this point Isme, driven by Jack Thomas of Seaside Park, N. J., came into view, some two minutes away. Charles Vellines, Miss Manteo's mechanic, could be seen working feverishly. Just as Isme came abeam, the mechanic succeeded in getting Miss Manteo under way and she dashed across the line—just three seconds ahead.

The man who was responsible for this race, held in memory of his father, was doing big things in racing that year. On April 2, S. Mortimer Auerbach, driving his then famous Emancipator VII, broke three world records in a single day.

Auerbech Breeks Three Records

A new threc statute mile course was laid out at Miami especially for these trials. One speed and two distance records were broken. He drove 24 miles at a speed of 62.97 mph bettering the four liter 24 mile record of 53.75 mph held by Harold Nolte of London, England.

In the one hour run Auerbach raised the record to 62.04 mph. In the three hour test, Auerbach, alternating with Tony Pezzello as driver, covered a total of 161.74 miles with his boat. This was equivalent to 53.91 mph, also a world's record.

Clayton Bishop of Onset, Mass., who took the Albany-New York marathon in 1936, came back to win it again in 1939 and won the William Randolph Hearst Trophy. Driving a well-tried ten-year-old hull which had made other trips down the river, he finished only three bours, 11 minutes and 22 seconds after leaving the starting line at Albany. Right behind him and also driving with a Class B engine was Cornell University student, Arthur Wullschleger. He was only four minutes slower. He won the Jules Heilner trophy, the Eastern Intercollegiate Outboard Association prize for the first college or school student to finish.

As a matter of fact intercollegiate racing for both motor and sailboats was increasing.

Records fell at the Intercollegiate Outboard Regatta at Montauk Point, L. I., where Gar Wood, Jr., then driving for the University of Tulsa, broke the A and B Class college records. Wood amassed the highest total of points; 3325. He was followed by Clinton Ferguson with 2775 and third place Arthur Wullschleger with 2167 points.

At the end of April a team from the Massachusetts Institute of Technology polished off representatives from eleven other colleges and universities competing for the Henry A. Morss Memorial Bowl in a series of sailing races held on tbe Charles River basin. A week later the Tech co-eds whipped nine other girls' teams in the first feminine intercollegiate dinghy regatta.

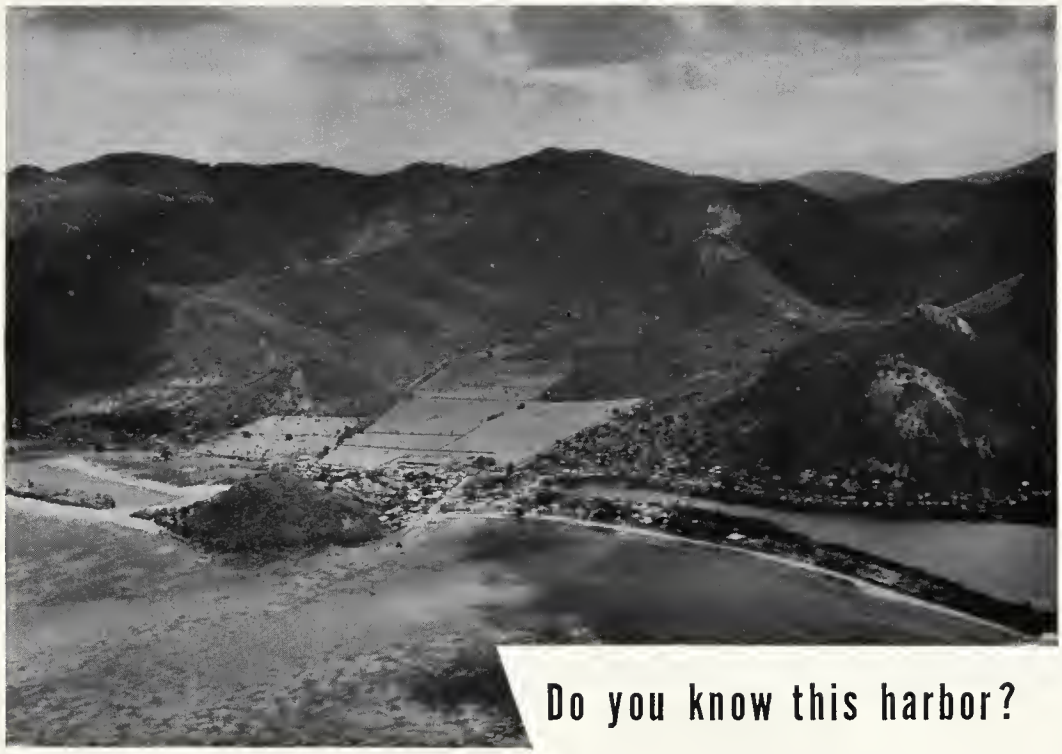
The victorious male counterpart consisted of Runyon Colie and Herman Hansen as skippers. Crew members were Pete Bark and Delevan Downer. This combination ran up a 22-point margin over second-place Princeton. Tech's triumphant co-ed skippers were the Misses Edith Cameron, Ruth Berman and Domina Spencer. Their victory margin was only two points over their nearest rival, Connecticut College for Women.

Intercollegiete Recing Continues to Grow

The Intercollegiate Yacht Racing Association which had its roots in a three-cornered Yale-Princeton-Harvard rivalry begun in 1929 had, ten years later, 14 member college yacht clubs and 1,348 individual members. It could have bad many more members if it had enough boats available to take care of the long list of applicants.

A young college boy that year won the American Outboard High Point Trophy. He was Clinton R. Ferguson of Waban, Mass. Appropriately the college he attended, Hobart at Geneva, N. Y., was located by the largest of the upstate New York Finger Lakes, Seneca Lake, which was the site of much motorboat racing. Ferguson amassed a total of 22,078 points. He was followed by Fred Jacoby, Jr., North Bergen, N. J., 18,371; Paul Wearly, Muncie, Ind., 15,594; Gar Wood, Jr., Algonac, Mich., 13,852; and Arthur Wullschleger, Larchmont, N. Y., 9,758. The latter won the high point trophy along with the George H. Townsend Medal the year before.

Ferguson also won the National Amateur Class A and F



Do you know this harbor?

This attractive West Indies harbor is the main port of an island only eight miles long which offers a delightfully casual internationalism rarely encountered. Even though it has been a French and Dutch possession for over three hundred years, the everyday language is English. In contrast with its neighbors its history has been quite peaceful, although it was here in the outer bay that Peter Stuyvesant lost his leg in a battle in 1644. The bay which is about a mile and three-quarters in extent is open only to the northwest but winds from that quarter are rarely strong. The inner portion is divided into three bites, the northeast being the most popular with yachtsmen. Postal and radio communication are available and there is a small hospital. This is Marigot Bay, St. Martin Island, just a little more than one hundred miles from the American Virgin Islands.

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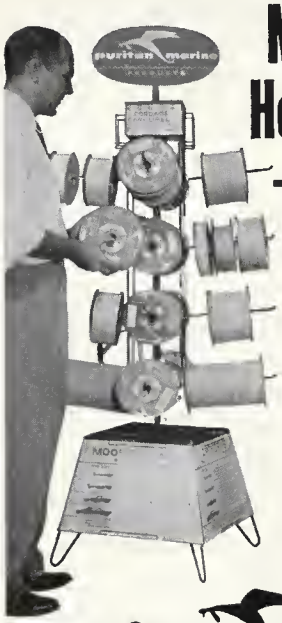
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Steering, lifting, and propulsion of the new Self-Propelled Travelift are by hydraulics. Turning radius is short and maneuverability excellent. Four small levers control the entire operation. Available in two models with capacities of 12 and 25 tons.

Morine Travelift & Engineering, Inc., offer 15 different Travelift models to safely and efficiently handle any boat-lift problem.

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championships at the National Outboard championships held at Fort Worth, Texas. Other winners were as follows: A-II, Paul Wearly; B-I, Jack Henckels, Fort Worth; B-II, Paul Wearly; C-I, Gar Wood, Jr.; C-II, Claude Smith, Atlanta, Ga.; F-II, Robert Guttmann, Manitowoc, Wis.; Midget, Alfred Anderson, Branford, Conn.

Another of America's outstanding drivers was honored that year. At the Motor Boat Show, Edison Hedgea, of Atlantic City, was presented with a plaque "For exemplifying the finest traditions of pure amateur sport—and for proving his masterly skill and courage by establishing the following World's Records." Then these records were listed. The New Jersey attorney and former legislator had established 12 records over a period beginning in 1932. These had included records for the 125, 135 and 91 cubic inch classes.

Scattered throughout the issues of MoToR BoatinG—as in every year—were stories describing the usefulness of boats and motors. One of these involved the Glacier Priest, the Rev. Bernard R. Hubbard. The story reported that Father Hubbard the year before had covered 2500 miles in Alaska with a 50-foot native boat carrying eight natives, ten doga and two tons of gear. On a visit to the United States in 1939 he dropped off to buy an outboard motor to power a 20-foot runabout. "With the help of this fast boat," the story said, "he hopes to be able to get about more rapidly and in the event of bad weather, to have sufficient speed to outrun an approaching storm."

(TO BE CONTINUED)

☆ ☆ ☆

NATIONAL GOLD CUP AWARDS FOR BOATING SAFETY

The members of the boating safety panel who will select the winners of the newly established National Gold Cup Awards for boating safety were announced recently by Carl Kiekhaefer, president of the Kiekhaefer Corporation, sponsor of the awards.

The first awards will be announced at the 1959 National Motor Boat Show in the following categories: (1) A community that makes substantial progress towards improving boating safety in its area during 1958; (2) An individual or boat manufacturer who makes a major contribution to safety in boat design during 1958, and (3) A magazine, newspaper, television or radio station that assumes leadership in its community, or nationally, towards promoting greater boating safety consciousness in 1958.

Accepting invitations to serve on the judging panel were: Rear Admiral H. T. Jewell, Chief, Office of Merchant Marine Safety, U. S. Coast Guard; Donald Guerin, President, American Power Boat Association; Charles Sligh, founder and former president and currently director of the American Water Ski Association; Gerald Taylor White, President, Westlawn School of Yacht Design; and Webb Sheehy, former Commander, U. S. Coast Guard Auxiliary.

Kiekhaefer said that award nominations following the 1958 boating season should be submitted to panel member Don Guerin or directly to the Kiekhaefer Corp. for forwarding to Guerin.

MERCURY ADDS NEW FILMS

If you put all of the Mercury outboard color films together you'd have enough to go twice-around-the-world in 80 days.

The Kiekhaefer Corporation, Fond du Lac, Wis., has added five more to their repertoire, making a total of 16 travel and adventure films made available to the public through Mercury outboard dealers. The new films are:

"Outboard Ports of Call"—family cruise along the inland waterway from Charleston, S. C. to Silver Springs, Fla.

"Whitecap Madness"—surf-boating and water skiing at Daytona Beach. Fla.

"Water Ski Fun"—a family learns how to water ski.

"Greatest Show on Water"—water ski action by the champions of Tommy Bartlett's water ski thrill show.

"50,000-Miles by Outboard"—film story of Mercury's "twice-around-the-world" outboard motor endurance test.



New Lodestars to Luxury!

RICHARDSON "40" CRUISERS

Proud and immaculate are these two new Richardsons—lodestars to seagoing luxury and pleasure. Here is new beauty of line and grace of movement plus a rugged ability to take to blue water—fair or foul. These new Richardson "40" Cruisers are built to give you the utmost in seagoing comfort, value and living luxury for six or eight people. The "40" Express sleeps six and the Sedan model eight. The trunk cabin is large and livable with room for a stall shower if you desire, and has three hanging lockers. If your liking and cruising climate call for a maximum of open area, the "40" Express is for you. If you want more enclosed space, the "40" Sedan will give you a large, bright deckhouse with a comfortable lounge that converts to a double bed. In addition to all of this enclosed area the "40" Sedan gives you an extra large cockpit with room for several deck chairs. Twin power selections—gasoline or diesel—range from 150 to 225 HP each. Hydraulic clutch controls and reduction drives are standard. See your dependable Richardson Dealer today or write us for more details on these two new Richardson Cruisers that prove again how Richardson continues to set the Standard of Comparison for pleasure craft.



RICHARDSON *Cruisers of Tomorrow*

RICHARDSON BOAT CO., INC., NORTH TONAWANDA, N. Y.





CHOOSING A BOAT

(*Continued from page 37*)

uses most effectively. Then, *stick to the recommendations!*

Other types of boat may fit into particular circumstances, but the one that probably suits most beginning boatmen best and is most versatile of the normally available designs is a 14-16′ knockabout sailboat—with a 5 hp (or smaller) outboard to get you home when the wind quits at dark. This type, vee-bottom, with centerboard that allows operation in shallow as well as deep water, is normally stable, carries a maximum crew or passengers for its size, and may be utilized as a common rowboat or fishing boat as the occasion requires. And, its jib-mainsail combination offers training in sail handling that will be useful in the enjoyment of other and larger type boats. This month's "A Boat To Build" choice is a knockabout you may want to build for your own use, Teach.

For the pure outboard beginning, the first step beyond the simple rowboat is usually the vee-bottom runabout. This type grows in ruggedness and speed and engine-carrying requirements as it grows in size and passenger accommodations. Here, too, choose a boat that has *design history,* not one built *by eye* or built more for showiness than seaworthiness—for even an inland lake can kick up a fuss in a storm, and all water is wet and poisonous in sufficient quantities.

Build Your Own?

Aside from buying an existing new or used boat, there are three build-it-yourself methods of getting one. You can get a set of plans conceived by a marine architect, lay down the lines, buy the lumber and create your own entire craft. (The publishers of MoToR BoatinG, in their Ideal Series, have available hundreds of such plans by outstanding designers.) Or, you may choose to purchase a prefabricated boat. These are factory jig-built, disassembled and shipped to you for reassembly and finishing. Another type, currently high in popularity, is the purely *kit* boat. Such kits comprise pre-cut lumber and parts and come to you with full, illustrated directions for assembly and finishing. Kit boats have contributed much to the boating world, but don't believe that every kit boat can be easily completed by any blonde graduate of Miss Malcolm's Finishing School for Stenos! Any of the three methods of home building discussed above mean *boat*BUILDING. Thousands of people have successfully built their own boats. But no boat is an Erector Set!

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A BOAT TO BUILD IS TEACH

(*Continued from page 37*)

sailing and seamanship. Teach will be a good sailor, yet will be steady in a spot of rough weather; she's well-ballasted inside and out and has the seakeeping abilities of the North Sea double-enders. Yacht clubs and civic groups would do well to consider Teach as a project for youth training programs. For *anyone,* she would be a joy! William and John Atkin, those two persons who have given the world so many top designs through these pages, designed Teach as a development of other of their successful training sailboats. You can, for a modest fee, buy large-scale plans of Teach from the publishers of MoToR BoatinG. From the same source, you can get a copy of Vol. 33 of MoToR BoatinG's Ideal Series, which gives complete building data and interesting lore about Teach.

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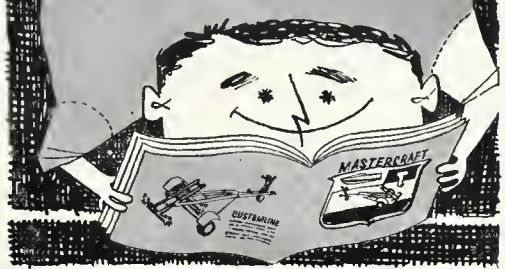
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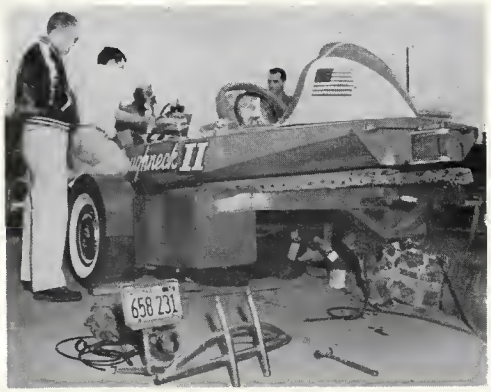
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ROVER BOYS IN NAPOLI

(*Continued from page* 41)



Readying Roughneck II for post-haste trip involved hectic last-minute preparations. Here Bobby Sykes makes final check-up on the Chevrolet engine for the trip to New York.

shored-up well and properly lasbed down," Dock Superintendent Tom Sullivan assured us.

There was little left to do except enjoy the cruise. If you had the fortitude, this was possible 24 hours per day for the eight days it took to reach Genoa.

Everything, and that included the cuisine, was superb. Fortunately for differing habits we alone were able, between us, to savor properly all the repasts. Breakfast was served until 9:30, so Wilson ate it for both. Willis, the enraptured owl, returned the favor at lunch. By dinner time we two brave Yankees were able to carry on with the best of them, albeit we couldn't read the menu.

Now, we are both agreed, if there was ever one thing we did learn, not only aboard the Cristoforo Colombo but throughout our Italian visit, it was how and when to eat. Those people make dining both an art and a science. If you don't think there's something in that, look at their nationally small ratio of heart attacks and other high-tension ailments, compared to ours. The Italians work, make no mistake, but they spread it over a long day and well into the night. Their repasts are for savoring, enjoying, lingering-over. These twenty-minute and one-hour breaks are for the birds.

It was at 2:00 P.M. under a threatening, leaden sky that the liner slid into Genoa harbor, Italy's northernmost port on the Mediterranean side.

Briefly, before getting into this boating gambit, we'll depict our over-all tour.

At the ship we were met by Sgnr. Chaparrilli, secretary to Prince Borromeo. From that point, insofar as is possible for non-bilinquists (us, at least) to meet on any common ground, everything was easy. Next day we took the *rapido* (electric train) from Genoa to Milan and, after three days there, went on to six days in Venice, the scene of our one racing effort. From there (the boat was shipped) it was on to Milan again, as guests of that grand hydroplane ace, the late Ezio Selva (Selva was killed in a crash on December 29, at Miami Beach when his 800-kilogram Moschetierre overturned at 100 mph in the second heat of the Orange Bowl Regatta Grand Prix event).

Here, at his electrical appliance plant, where we enjoyed hospitality far beyond the call of duty, we learned much of Italian motorboat ways and offered some in return on the American count.

Among highlights during the Selva stay was the wedding of Trento Selva, who is about 35 and a younger brother of Ezio, 53. So what do you suppose could be the highlight to a couple of speedboat guys? (*Continued* on *page* 116)

Mr. Dell's Owens Cutter, Trig • Photo by Morris Rosenfeld



Green Turtle Cay in the Bahamas

CHARLES DELL'S *favourite island in THE BAHAMAS*

One of the best known of Chesapeake Bay skippers, Charles S. Dell, Sr., comes from Annapolis, Md., an area renowned for the zeal and skill of its yachtsmen. Mr. Dell was Commodore of the Sailing Club of the Chesapeake, 1949-1950, and President of the Chesapeake Bay Yacht Racing Association, 1955-1956. He and his Owens Cutter, Trig, are well-known—and always welcome —in the Bahama Islands.

There is a good-sized school of yachtsmen dedicated to the premise that the Little Bahama Bank encompasses some of the best cruising waters anywhere.

The Bank, at the northern edge of the Bahamas, is fringed by hundreds of islands and cays, which extend in an arc almost 200 miles long from Matanilla Shoal to Hole in the Wall, off Abaco.

Green Turtle Cay, about three-quarters of the way down this necklace of little islands, is my favourite, although I'm fond of many of these lovely cays. This one is about three miles long and one and one-half miles wide, with low-lying hills.

The settlement, a port of entry for the Bahamas, is New Plymouth, a picturesque village which looks something like a bit of New England in a tropic sea. The people who founded New Plymouth were the same kind of English colonists who moulded the pattern of life in New England two centuries ago.

One of the advantages of cruising in the Bahamas is that, even when you are enjoying solitude, you're never far from a good harbour or a port catering to the requirements of yachtsmen. Green Turtle Cay is an example. New Plymouth has good shoreside accommodations, including a "Yachtel"; fuel, water and facilities for repairs; well-stocked shops; post office and radio, mail boat from Nassau, the capital; a physician and Little Maggie's Bar, Boys, a fabled establishment so tiny its capacity is four customers at a time.

The fishing hereabouts, including bone-fishing, is excellent. The beaches measure up to the high Bahamian standards. The increasing popularity of the Cay has encouraged a program of development certain to make the islet more popular than ever among yachtsmen.

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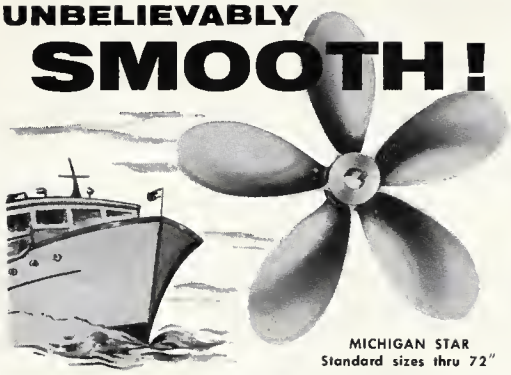
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The wedding? Well, it was interesting, yes; performed at a church in the mountains behind the village of Como, overlooking the historic and beautiful lake. Afterward, a reception, with an elaborate three-foot wedding cake and champagne. Oh, it never ran out.

We'd driven the 80 miles from Milan with Luciano, Ezio's son, in his sharp little Lancia. We also drove back over the same *Autostrada* (street for cars) which is about wide enough to be a *Bicyclestrada!* We were zipping along about 90-100 kilometers—about 60 mph—when, whoosh! from behind us, an Alfa-Romeo.

No need to look, Luciano. It's papa! And, if your own Yankee old man ever gave you a tongue-lacing (you thought), you never heard one in Italian. Being U.S.A.-Ltd. in vocabulary, we presumed that "Lucky" was being scolded for speeding.

Don't Wear Out the Motor

Later, we learned Pop wasn't worried about the speeding at all. The dressing-down was simply a series of variations on two sentences: "Save the motor. Don't wear it out." The Alfa went on ahead while we proceeded with fair sedateness back to Milan. Selva, senior, preceded us home by, I'd say, a good half hour. Well, his idea was sound. The Lancia had been geared-down to haul papa's boats over hilly Italy.

Now comes the part you've been waiting for.

Boats; racing boats. And, also, what we did and didn't do during the invasion.

For one thing, we were slightly misled. Actually, the big International race circuit in Italy, Monaco and France (and that, these days, is about all), comes later in the summer. Also, our American "team" compatriots, Luis Nuta of Miami, and Jim Townsend of Port Arthur, Texas, were unable to make the trip.

At no time during our stay (and as Southern Californians we were slightly surprised) was there any good racing weather. Actually, Bob in Roughneck II got in exactly one heat of action, at Venice and, in that, placed third. But it was a pretty good chunk of third as we shall see. That one, 20-mile heat was just on the underside of murderous.

The Italians have one great advantage over us in conducting an inboard race-meet: they aren't overburdened with classes —something which (pardon our personal opinions) has gotten so far out of hand in this country that it appears from here we'll never be able to stop it.

There are only two major fleets. One is the 800 kilo class of boats, which has an overall weight ranging from 1,125 to 1,726 pounds maximum. If less, you'd have no class, for the engine would be too large. Actually, Roughneck II was a bare nine pounds more than the minimum. The other class, the 2,500 cc, would be comparable to our 135's, except they use only four-cylinder engines. They've instituted a new rule, stating you must burn gas instead of methanol. Their motors for the 2,500 cc's are all BPMs; all-aluminum jobs which are virtually hand-made and somewhat hopped-up.

As for the 800-kilo rigs, these hulls of about 19 feet appear a bit cumbersome but actually are light, and virtually all of them are built by the Rich Hallett of Milan—a fellow named Tomasi. Even the German, von Meyenberg of Frankfort, had one, powered by a Jaguar.

Straightaway mark for the class was now held by Selva, at just over 140 mph. Selva, however, was at this moment seriously of a mood to make this his last season of racing, possibly with a climaxing tour of America. We urged him to come over for the Sahara Cup and Salton Sea regattas, then go on to Florida's Orange Bowl regatta, in which he'd already competed.

His thought of retirement was understandable. Not long since, Ezio and another great Italian driver, Castelloni, had been taking turns trying out a new hydro for record at Lake Campiogne. The previous day Selva had made several runs. This time it was Castelloni's day. The boat got airborne, dove in and disintegrated. Castelloni was killed.

As for the racing format in Italy, it's quite similar to ours. The courses are large, similar to Lake Mead or Salton Sea,



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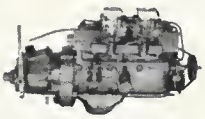


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except that, following the pattern of the famed Idreo Scala at Milan, the 2½-mile courses have only two buoys, hence you've got about 300 yards of semi-sprint at the turn. Too, you go the full 20-mile heat (there's just the one) without a pit stop; after which, may I say, gentlemen, you've had it.

Pit and motor inspections are more severe than ours. For instance, in the 800-kilo class both crankcase and fuel tank must be drained to meet dry-weight specifications.

There was no question about it, our 266 was a hit too light for the action demanded. As for horsepower, Ezio's Alfa-Romeo would show 500 to 515 hp in dynamometer tests and it would go about 520 on engines with two-speed supercharger. Our Chev (the one we raced) turned up 298 hp.

Nonetheless, came the big race and our lead-footed hosts (we never saw a balloon-foot over there) were in for some surprises of their own.

Their engines are small for that overall weight, so it takes them longer to get going, probably a quarter-mile before they out into the second stage of the supercharger. And there, said Rapid Robert, is where we may all have been slightly fooled.

It isn't easy, even though their electric, pie-shaped clock is about the same as ours, to hit the line on the button; and I did get caught making an extra sashay down the course, trying to get the feel of the first turning buoy.

As a result, when the starting gun sounded, Roughneck II was a good 25 seconds back and, where confusion had reigned perhaps a moment before, anger took its place. We lit out after them.

Dig is one thing we did have! It's a good ⅞-mile to that first turn and we were away a handy last in a six-boat field. But the old gal responded like a striped-tailed ape. Going into that turn we were in third spot, about two lengths behind Gudotti in his Trident, with her Masserati V-8 powerplant. Gudoti, in turn, was right in the rooster-tail of Moschettiere. The German was right behind me.

There was a bit of added thrill in this competition since this was the first race held in 17 years (since the days of Il Duce) over the famed course where Gar Wood and, I believe, Sir Malcolm Campbell, plus all the older-day hot-shots of racing had competed.

At this point, as was freely admitted later, we really had the Italians sweating. For my part, there was a brief feeling of ecstasy, and I thought, "We've got this baby in the hip pocket."

Both ecstasy and the hip pocket drained the moment we hit the back straightaway and those swells from the Adriatic! I'll say this: it wasn't so bad when you lit on the top, but sometimes you lit in the trough.

Dangling in the Sub-Stratosphere

Occasions like this just about broke up our little girl. One of the dainty mishaps included breaking the headers from the engine. Also, the seat was completely torn loose. The stuffing box came apart; the battery broke loose. We even sheared the welds on the aluminum brackets. One time I found myself with one foot in the cockpit and the other dangling out in the sub-stratosphere. I wondered if I'd ever get it back.

Frankly, I thought we'd never finish, but Roughneck took it like the thoroughbred she is. We finished all of the eight laps. In fact, all six starters finished and the first four clung to the same spots we'd had at that first turn. After it was over, I had the dubious pleasure of getting scared as hell.

All this was mitigated by the immediate and unfeigned admiration of the Italian drivers and officials for our performance. The next day, one Sgnr. Chelli, who owns the largest boatyard in Venice, offered further testimony by placing $1,800 (American) on the line for the spare counterpart to our poor little, beaten-up Chev engine. Though this race was, it developed, to be our lone chance for action and though there were times during it when the vest pockets may have dipped water, I think we held Old Glory up where she belongs.

Having heard (New Yorkers tell us it's only a rumor in California) that you don't wear sport shirts to ceremonial events, we'd made preparations. Messrs. Willis and Wilson had some tailored white dress suits along and we were gussied

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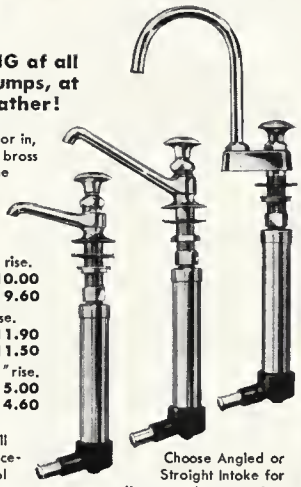
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New Compact, powerful... and beautiful

Another voice of the sea by Kaar. This 242A packs 100 watts input for its six channels. The driftwood grey cabinet has a new ultra-tough epoxy base finish. The hood and grill are charcoal. Chrome hood is optional at extra cost. A drop-leaf chassis gives easy servicing. Remote operation with the C904 remote unit and simultaneous marine monitoring and broadcast band reception with the C909 Neptuner. It's "at home" in a luxury cabin or working deckhouse.



Other voices of the sea by Kaar include:

37B,
44 watt, 5 channels
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50 watts, 5 channels
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150 watts, 9 channels

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2947 Middlefield Road
Palo Alto, California

All Kaar radiotelephones are Type accepted per FCC regulations effective June 1958.

up as neatly as any of the meticulous dressers for trophy presentation at the big casino in Venice.

And, it was grand that the awards-giver should be an American—Mrs. Vincent Geraghty, ex-Reading, Pa., and wife of the consul in Venice.

You have asked, *signor,* for other comments on Italy. They could be legion.

Outside, rarely are homes or public buildings impressive. But inside you encounter grace, beauty of architecture and countless links with an older civilization. The Italians don't live in the past by any means; yet they deeply cherish their traditions and try to preserve them, meanwhile exhibiting warm, gracious hospitality.

Unforgettable to us, in this vein, was dinner with our Venice host, Count Dona Della Rosa, whose family escutcheon traces to the 11th century.

All that could be done in three short weeks we at least attempted to do and there is one thought, in case one day you have the opportunity to drive Miss Weeping Willow IX in one of those foreign regattas:

Should opportunity present (and trusting an American ship-owner doesn't read this), go there on a ship of a line of the nation you will visit. You'll thus have a little head start in understanding that nation and its people.

☆ ☆ ☆

BOATING CLUB OF THE YEAR

The Outboard Cruising Fleet of Milwaukee, Wis., named the nation's most civic-minded and activity-conscious outboard boating club by a panel of leading boating magazine editors. The competition was sponsored by the Outboard Boating Club of America, which presented a $500 check to the Milwaukee boatmen at the Chicago National Boat Show and designated the group as "Outboard Boating Club of the Year."

Second place in the competition was awarded to the Oshkosh Outboard Club, Oshkosh, Wis., and third place to the Brazosport Boating Club, Lake Jackson, Texas. Cash awards of $300 and $200 were made for the second and third place clubs.

The winner is a family club in which all members of each of its 54 families are enrolled. During the year, the club emphasized family fun afloat, carried out projects in boating safety education, boating legislation and community services, and worked for better boating facilities.

PERMANENT YEAR-ROUND BOAT SHOW



Marine products are on permanent display in the Florida Marine Bureau Exhibits, ideally located on Miami's waterfront.

In mid-January the Florida Marine Bureau moved its locations to the more ideally suited location at SW First Avenue and Seventh Street, the hub of local marine activities and adjacent to the heavily traveled Miami River. The Bureau runs a permanent boat show for the public—open six days a week, every week. It currently has more than 70 displays which include more than 500 marine products. Experienced personnel are on hand at all times to hold demonstrations, answer queries, and generate good will.

RCA LEADS THE WAY TO SMOOTHER SAILING!

Boating enthusiasts get the full measure of value from RCA Radiomarine's performance-proven products for safety, service and entertainment afloat.

Wherever you sail—on the seas, on the lakes or rivers—RCA marine equipment means dependability . . . whether you're navigating, making ship-to-shore or ship-to-ship phone contact, or just plain relaxing!

RCA's complete line of marine products can be installed quickly and easily on *your* boat . . . provide you with big ship safety and pleasure. Best of all—they are priced to meet every sailor's pocketbook!



"GOLDEN GUIDE" PORTABLE RADIO DIRECTION FINDER (AR-8712)

Here's a low cost, portable navigational and entertainment instrument for every pleasure craft afloat! Triples in brass as a direction finder, marine band receiver and broadcast receiver. Features high accuracy readings, operates from 115 V. A.C.-D.C. line, or self-contained battery. Smartly finished to blend with any cabin decor.



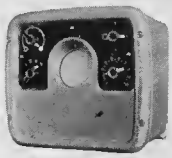
"GOLDEN SENTRY" 2D WATT* RADIOTELEPHONE (ET-8D59)

Priced for even the smallest craft! Self contained, compact 2-way Radiotelephone and Broadcast Radio with built-in 6 or 12 volt D.C. power supply, 5 crystal controlled transmitting and receiving channels plus broadcast band for entertainment. Hammertone bronze finish with golden toned front panel. Also available in 35-, 100- and 150-watt models. *FCC type accepted.*



"PORTAHORN" TRANSISTORIZED FOGHORN-MEGAPHONE-PA (CRM-S1A)

Transistorized for reliability and long-life, the "Portahorn" provides in one unit a rugged, portable foghorn for manual or automatic operation, a highly amplified megaphone with two-mile range, and a self-contained public address system with microphone, phone, radio tape and hydrophone input. Talk-listen switch for intercom extends hearing range. Lightweight, it can be carried ashore for sports and entertainment.



"MINISKOP" DEPTHSOUNDER AND FISHFINDER (LAZ-21)

This compact four-range "miniskop" or fish-finder features a special shallow water range of zero to 16 feet, as well as ranges approaching 500 feet deep, for maximum sensitivity at prescribed levels. Operates as electronic fish-finder by providing scope presentation of schools of fish. High-accuracy sturdy design, economical to use—ideal for small craft in shallow water navigation and fishing.

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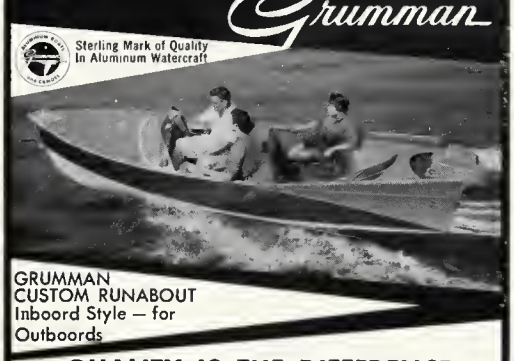
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938 South Street Marathon, New York
first and finest in aluminum watercraft



WITH THE OUTBOARDERS

By CHARLES D. STRANG, Jr.

THANKS to the efforts of a dedicated group of enthusiasts and the constructive interest of a great metropolitan newspaper, the nation's oldest and most famous marathon event is to be revived this year. Dormant now for half a decade, the post-war Albany-to-New York marathons served as a nucleus for the boat racing movement which has since grown into the huge Stock Outboard division of the sport. Even earlier, in the thirties and early forties, the Albany race heralded the opening of each racing season with a fleet of stalwart alky pilots bouncing down the turbulent river in tiny hydroplanes, their alcohol-burning engines weaned to run on gasoline for this one event each year.

Now once again, on the morning of June 1, a great pack of Stock rigs will scream out of Albany through the twisting and fairly calm reaches of the upper Hudson, past the big checkpoint at Poughkeepsie, and into the sometimes brutally rough expanse of Tappan Zee and Haverstraw Bay. The skilled and the lucky will enter the lower Hudson and arrive in triumph at the gaily bedecked finish line in New York City. Some few groggy and water-worn contestants will miss seeing the finish line and stagger on downtown until the sight of the Statue of Liberty jolts them into realization of their error.

All of this will come about through the efforts of the Stock outboard clubs of the Hudson Valley, the metropolitan area and Long Island in conjunction with the sponsorship of the New York Daily Mirror. Naturally, the race will be held under American Power Boat Association sanction. Overall chairman for the big event is Sid Pranzer of the Daily Mirror. The well-known Mike Ronca is serving as vice-chairman for the metropolitan area while Bill Cross performs the same function in the Albany area. The mid-Hudson region is being handled by Johnny White of Poughkeepsie, one of the famous racing family whose name is synonymous with the Albany-



Photograph by Morris Rosenfeld

Winner of the last Hudson River Marathon in 1952, Robert L. Switzer, is shown as he gets the flag as he crosses the finish in New York after completing the run from Albany in 3:03:35. His average speed for the trip was 42.4 mph.



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WHITE



For brilliant, lasting beauty—*plus* superior, surface-saving protection—experienced boatmen demand REGATTA White, *the finest marine finish in its field.*

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REGATTA has the right white for every purpose: Fume-proof Gloss, Semi-Gloss and Flat White for topsides; Non-Chalking Deck White; Racing Bottom and Waterline White; and Cabin Interior White Enamel. See your REGATTA dealer *now*—and refinish with the finest in '58.

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New York Marathon and has been for twenty-five years. Special advisors to the committee are Tom Johnson and Charles Collins of the Milwaukee Sentinel, both of whom have had much experience with another newspaper-sponsored Stock marathon of some fame, the annual Milwaukee Sentinel Winnebagoland Marathon.

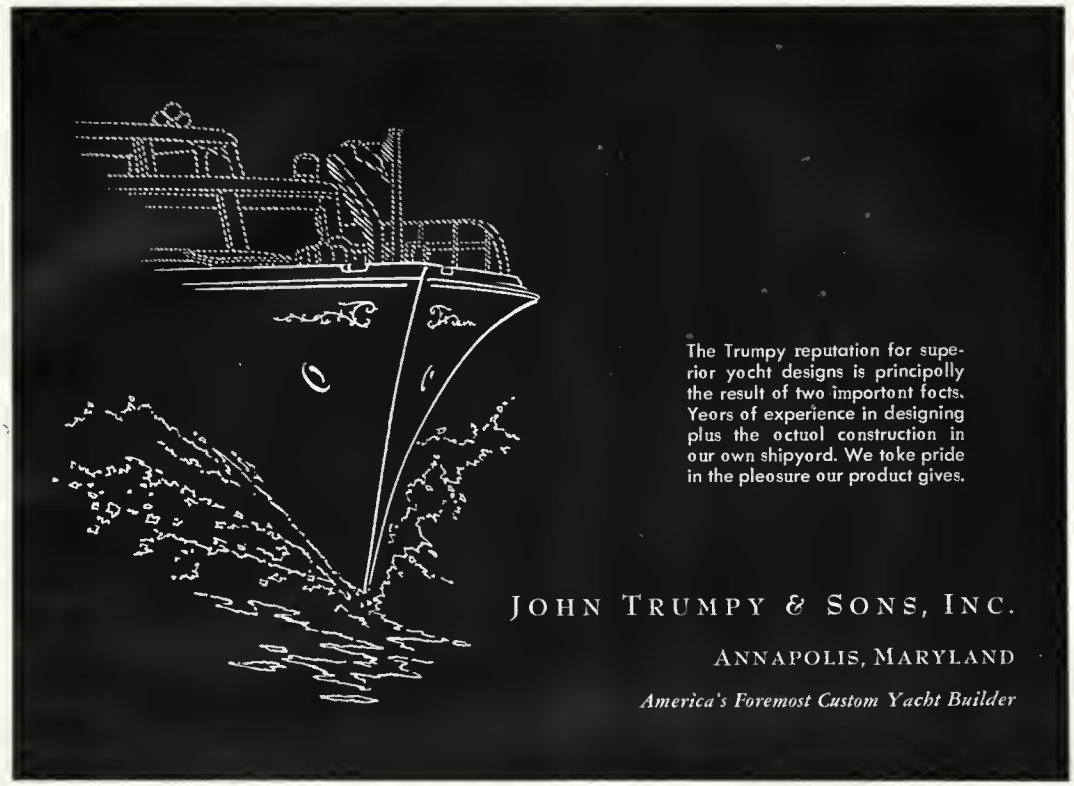
Just to be sure that the talent which made the earlier Albany races so successful would not go to waste, Mel Crook, Lou Eppel, Dick McFadyen and Jack Creamer have been appointed to a special committee to advise the general committee on race operation. It would be difficult to choose a better equipped group because their experience with this race covers both the pre-war and postwar events.

As with all major marathons, the entries will be set up to include classes for AU, BU, CU, DU and the 36 cubic inch group under the standard A.P.B.A. Stock Outboard rules. Of great interest is the word that the committee is considering adding several classes for strictly family runabouts, the type of boats which comprised the first postwar running of the race. Details of the rules for these added classes have not been completed but the entries will definitely be limited to honest family-type runabouts powered by standard family-type outboard motors with gear-shift or otherwise equivalent lower units. Further to keep these classes a family affair, each boat will be required to carry a minimum of two occupants. In other words, every effort will be made to let the average outboarder enjoy racing the very rig which he uses for water skiing, fishing or just boating every week.

Speaking of the Albany-New York Marathon, I recently had a note from a veteran of many pre-war runnings of the big scramble, a man that many of the Hudson Valley old-timers will remember for his efforts in class F in partnership with Al Azalea of Peekskill. Lt. Col. Donald B. Berrigan, (U. S. A., ret.) formerly of Cold Spring and known in the thirties as "Cheesey", is now a resident of Honolulu in the Hawaiian Islands. One of Cheesey's outstanding adventures occurred in, if memory serves me right, the 1937 marathon when he withdrew from the race to go to the rescue of an airplane pilot who had cracked up his plane while flying under the Hudson River bridges to watch the race. Berrigan's quick thinking and equally quick action resulted in extracting the pilot from his submerged plane, rushing him to medical aid via racing boat —all of which saved the life of the seriously wounded man. Berrigan's address is P. O. Box 2081, Honolulu, Hawaii.

William (Skip) Ritter accepts the A. C. Kiekhaefer Award for scoring a record number of total points in American Power Boat Association stock outboard competition from Chester McCune, A.P.B.A. vice president, at the Mercury dealer meeting during the National Motor Boat Show.





DRAW BRIDGES MUST OPEN

WHEN Tom Jefferson wrote something about the "inalienable rights" of man, he may not have been thinking exactly of yachtsmen and drawbridges—but certainly every boatman today takes it for granted that when he beeps the horn three times, the bridge is going to open.

It was with some little amazement to Robert J. Sullivan that when he made the proper signal to alert the tender of the South Bridge in Daytona Beach, Fla., that he was approaching in his 42' Wheeler cruiser—nothing happened.

Mr. Sullivan, who comes from Reading, Pa., put it this way: "I signalled three times, and received no signal in answer. I maneuvered as close as possible to the bridge, and called to the bridgetender for explanation. Something was shouted back to me which sounded like 'mast,' but I could not be too sure. In any case, the bridge was not opened."

At this point he looked up at his ornamental mast. He didn't have to look far —it added only three feet to the height of the boat. It wasn't a hinged mast, so could not have been readily lowered, although it could be removed by unscrewing a number of bolts. Mr. Sullivan waited half an hour until a larger cruiser came by. The bridge opened promptly and both boats went through.

Later Mr. Sullivan wrote a letter which was finally directed to the Army Corps of Engineers at Jacksonville. Mr. Sullivan reports as follows:

"I learned that Sec. 203 of the Bridge Regulations was amended on August 5, 1957 to provide new stipulations concerning the opening of bridges. The regulation applies from the Virginia-North Carolina boundary to Key West, Florida and concerns the Intracoastal Waterway and its tributaries. Briefly, the new regulation states that 'drawbridges shall not be required to open for craft carrying appurtenances unessential to navigation.' The regulation goes on to describe 'appurtenances unessential to navigation' as fishing outriggers, radio or television antennae, false stacks, and masts purely for ornamental purposes. etc. It does not include flying bridges, sailboat masts, pile driver leads, spud frames or hydraulic dredges, or other necessary equipment.

"I protested this regulation to the Corps of Engineers as soon as I learned of it. I based my protest on the proposition that (1) no bridgetender can gauge the height of a boat within a few feet from his position above the water; (2) there may be unusual circumstances involved with a boat which are unknown to a bridgetender, such as a broken antennae, a fixed mast, a malfunctioning engine or rudder, etc.; and (3) because there may be hazards of wind or current present which the bridgetender cannot properly evaluate for each vessel's maneuvering characteristics.

"The Jacksonville office of the Corps of Engineers has replied to me that they are in complete agreement with this position, and have always maintained that bridgetenders have no authority to make decisions as to whether or not a bridge should be opened. The Engineers sent me a copy of a multiple letter issued by them on August 13, 1957 addressed to all owners and operators of drawbridges in the area. This letter specifically states that 'a bridgetender . . . . has no authority whatsoever to refuse to open a bridge upon receipt of proper signal because of the presence of appurtenances which he considers to be unessential.'

"This does not permit boats to cause bridges to open because of unessential appurtenances, however, with impunity. Regulation 203, and the Engineers' letter of August 13, 1957 both specifically state that a vessel which requires a bridge to be opened because of unessential appurtenances will be in violation of the law, and shall be reported by the bridgetender. Investigation will then be made by the District Engineer and if the bridgetender's complaint is upheld, the vessel can be required to remove the appurtenances.

"This clarifies the situation, and relieves what otherwise might be a most uncomfortable condition for boatmen. It means that all bridges must be opened upon signal, regardless of appurtenances.

"It seems to me that the Corps of Engineers is treating us with the utmost fairness, and that it is our responsibility to return the courtesy and consideration."

To every American who loves boating!



HOW YOU CAN GET EVEN MORE ENJOYMENT FROM THE MOST WONDERFUL OF ALL SPORTS...



Know and Use this Sign!

"THUMBS DOWN" is the signal of disapproval. Everybody recognizes it. Use it when you see a person acting like a clown in or around a boat. When he sees it, he will know he's wrong. He'll know others know it, too. And if, like most folks, he's a true sportsman, he'll behave himself properly!

This signal has been endorsed by the Outboard Boating Club of America. It has been approved and adopted by local authorities in many places....Know this sign. Use it when it is called for. It promotes better boating for all!

Picture yourself and your family in the scene shown above. Your own boat on its trailer, ready to be whisked away to a waterway—near or far—for happy hours of healthful relaxation and solid enjoyment of the grandest family sport of all—boating!

But, wait a moment. Does the lack of adequate facilities for boat launching, mooring and berthing make your boating joy a little less than perfect?

Something CAN be done!

Launching ramps, piers, docks or other facilities don't spring up automatically, out of thin air. They must be *worked for*, just as new parks and golf courses and highways are! All such public facilities are attained with the encouragement and zeal of far-seeing individuals and groups who recognize recreational needs, and who are willing to work to fill them.

Specific suggestions for action

How, then, can you and your boating friends help get the waterside facilities that will multiply your enjoyment of the Queen of Sports? Here are some suggestions:

1 • **Join a boat club—or help to organize one.**

2 • **Urge the importance of good boating facilities upon your local jurisdictional authorities. Point out that boating facilities serve more people at less cost than those required for any other major sport.**

3 • **"Talk up" the needs—and the benefits—with your friends.**

4 • **Get your local newspapers, merchants, civic and service groups behind the campaign as a public need and service.**



Unlimited fun ahead

Motor boating is by all odds the most popular and fastest growing participant sport in America. More than thirty-five million people of all ages will take to seven million boats this year—and will respond joyously to the happy call of our far-flung waterways.

Boating today is more fun than ever. Boats, engines and boat trailers are better than ever. New designs, innovations and improvements in boats and equipment have opened new doors of enjoyment for the ever-increasing legion of boating enthusiasts. Manufacturers in the boating industry are entitled to great credit for their continuing efforts to fill the wants of boaters.

Truly, boating is the most wonderful sport of all. Now, if lovers of boating will work together for more adequate waterside facilities...! ★ ★ ★

If you would like to receive free literature on how to organize an outboard boating club—or the design and specifications for launching and berthing facilities—write us at the address below.

Published by American Chain & Cable Company, Inc., Automotive & Aircraft Division, Detroit 2, Michigan, makers of the modern Tru-Loy Push-Pull Steering and Motor Controls

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CRUISING "FOREIGN" WATERS

(*Continued from page 45*)

inland lakes, streams and rivers, connected with the Great Lakes and interconnected with each other in the form of continuous cruising routes, navigable even by small outboards. Spanning regions rich in historic lore and legend they pass one moment through forest primeval and, the next, cleave through the heart of a Canadian metropolis.

These are the waterways—the Rideau and the Trent, for example—with particular appeal to those whose small craft were not designed for large bodies of open water. Along these easy-to-navigate, well-marked channels, the boatman will find all the facilities he needs for a comfortable, interesting cruise. Points for refuelling and picking up supplies are located at convenient intervals, and plenty of accommodations can be found ashore in the form of hotels, restaurants and resorts. Bad weather is no problem, inasmuch as the routes are sheltered and one is always within each reach of moorings or quiet protected anchorages. For those with small craft and limited cruising accommodations, there are also thousands of campsites, where meals can be prepared and nights spent ashore.

Deep Into Canada

If time is a factor—as too often it is—trailer-borne boats can still make a Canadian cruise by penetrating, in a few short days over the highways, deep into Canadian cruising waters where most of the available vacation time can be devoted to cruising, sightseeing, fishing and water sports.

This exposes still a third facet of the waterways picture which Ontario presents. From tiny lakes at the eastern extremity of the province to sprawling Lake of the Woods on the Manitoba border, hundreds of fresh-water lakes invite exploration. Land-locked, they have no connecting navigable links with the main arteries of water traffic, yet are accessible to small boats transported by trailer or carried on car-tops. Lake of the Woods, with an area of close to 1,500 square miles, forms part of the border with the United States, and is the largest of Ontario's landlocked lakes. Others are Nipigon, north of Lake Superior; Nipissing, east of Georgian Bay; the three Muskoka Lakes which form one of Ontario's famous vacation areas; and Simcoe, south of Georgian Bay. Ontario's lakes attract fishermen from far and wide.

Other than these lakes of the interior, the navigable system of Ontario's waterways might be grouped broadly into a dozen principal areas. On Lake Superior, there's the rugged north shore from the lake-head cities of Port Arthur and Fort Williams—and off-lying Isle Royale, east to Jackfish and Marathon. Superior's eastern shore will include Michipicoten Island and Batchawana Bay, south to Sault Ste. Marie. North of Lake Huron, there's the North Channel and Manitoulin Island, and waters adjacent to St. Mary's River. Working south from Manitoulin, there's the eastern shore of Lake Huron and, to the eastward, connecting Georgian Bay and its 30,000 islands, with Parry Sound, Midland, Penetanguishene, Collingwood, Meaford, Owen Sound, Wiarton and Lion's Head as towns and ports of call along the route. Between Huron and Erie lies Lake St. Clair, linked to the larger lakes by the St. Clair and Detroit Rivers.

Eastward from Detroit, one follows the north shore of Lake Erie to the Welland Canal, which gives access to Lake Ontario, east of Hamilton and south of Toronto. Extending from Hamilton, at lake-head, on the west to Kingston on the east lies the north shore of Lake Ontario, including the beautiful Bay of Quinte near Trenton. The Trent-Severn waterways system, 240 miles of lakes and rivers, connects Lake Ontario at Trenton with Georgian Bay at Port Severn. The Rideau waterway system, 120 miles of lakes and rivers, connects Lake Ontario at Kingston with the Ottawa River at Ottawa, capital city of Canada. Northeastward of Lake Ontario, one enters the Thousand Islands area and followa the St. Lawrence River to the Quebec border. The Ottawa River, running east and south, links the Rideau with the St. Lawrence west of Montreal.

While Georgian Bay has always been a center of attraction for cruising yachtsmen, prior to the war navigation of the channels among its 30,000 islands was not without difficulties. A start had been made to chart the area but survey work was interrupted when the war erupted. Work was resumed immediately after hostilities ceased and today good charts are available which add immeasurably to the pleasure and safety of cruising these picturesque waterways. Breakwaters built at strategic points also aid in providing sheltered harbors throughout the area. Fine resort hotels and good boat servicing facilities are available, as well as numerous points where cruising supplies can be picked up.

Georgian Bay Accessible

Georgian Bay, as noted above, is directly accessible to Great Lakes yachtsmen from the northeast corner of Lake Huron. But even this cruising wonderland can be approached from a protected inland passage—the Trent-Severn waterway—which cuts cross-country northwestward from the Bay of Quinte on Lake Ontario to the southeast corner of Georgian Bay. Thus the Georgian Bay cruise may become, in effect, an extension of the Trent waterway system.

What bids fair to become one of Ontario's most popular cruises among those who prefer a "round trip" with no backtracking on the course, all on sheltered waterways, is the "great triangle" cruise. Following historic waterways through areas renowned for fishing and recreation, the start might be made at Kingston, with a run northeast to Ottawa, eastward



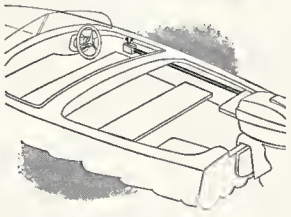
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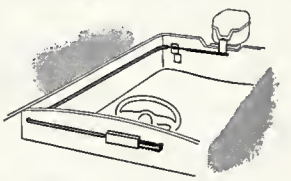
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Plug-in lamp accessory for night use.

Essentially a precision-built sighting compass with a fixed and vernier adjusted movable mirror, the Ilon optical Position Finder helps you plot a quick and accurate "fix" in seconds. Obtains a fix from two charted landmarks by taking a bearing on one and simultaneously measuring the angle between. A fix can likewise be obtained from a lighthouse or other single charted object of known height by taking a bearing and a vertical angle to give distance-off.

Amateur or expert, it takes the guesswork out of re-finding fishing hotspots and skin-diving finds without reference to a chart and proves invaluable in return to safe anchorages, for bow-and-beam bearings and for avoiding shoal areas or obstructions by computing the "danger angle". Now small boat owners have a superb navigation aid small enough for use in a rowboat yet so accurate they can fix position as expertly as ocean-going skippers. $35.00

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ILON MARINER'S SEXTANT

Accurate, pocket size, popular priced instrument for blue water sailors and navigation students. A precision sextant of handy, rugged design, fashioned by master craftsmen in corrosion resistant brass with —black finish. Finest optical glass adjustable mirrors with two sunshades and horizon shade for variable brightness. Most accurate engine cut graduations on arc and vernier. Ring grips for steady control permit conventional or one-hand operation. $35.00

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almost to Montreal, and back to the southwestward to Kingston.

While the total mileage is not great—less than 400 miles—this is no cruise to he rushed through on a railroad schedule. For these are historic waterways—fur trade, military and logging routes; highways of the French explorers in centuries past. Today, along these routes, the lake- and river-side communities, the island-studded resort areas, the virgin wilderness and points of scenic beauty invite a more relaxed and leisurely visit.

How much time you devote to it will depend upon your usual cruising habits and the speed of your boat. The first leg, assuming the start is made from Kingston, takes you from Lake Ontario via the Rideau Canal 126 miles to Ottawa through a series of well-marked and buoyed lake and river channels and 47 locks. The second leg, down the Ottawa River, is a 100-mile run to the St. Lawrence; the third leg 160 miles back up the St. Lawrence to Kingston.

Picturesque Approach

At the outset of the cruise, the picturesque Cataraqui River forms the southern approach to the Rideau Canal, planned originally as a military measure but never used for that purpose. Designed after the war of 1812 by the then Duke of Wellington (as an alternate route from Montreal to Kingston by way of Ottawa in case of attack along the St. Lawrence between Cornwall and the Quebec border) it was built by army engineers under Colonel John By, for whom Bytown (now Ottawa) was named in 1854.

From the Cataraqui, you will be locked into the Rideau Lakes where no doubt you will want to tarry a while to fish, before proceeding to Smiths Falls, a thriving town on the Rideau River. Along the latter, you will pass through alternate stretches of hardwood and pine forests, agricultural and grazing lands and marshes providing a natural sanctuary for birds and wild life. Then, in sudden and striking contrast, you emerge from the wilderness at Ottawa to cruise through the center of Canada's capital city, along a placid, park-lined canal, passing under the city's main thoroughfare and descending a flight of a dozen locks into the Ottawa River.

A stopover in Ottawa will provide opportunity to visit the nation's Parliament, photograph the colorful "Mounties," make a tour of government, office and embassy buildings, the National Art Gallery, Chateau Laurier, and Canada's war memorial. As a change from the fare from your own galley, you can enjoy French and other Continental cuisines at fine restaurants.

Down the Ottawa now, skirting the Ontario border with the French province of Quebec to port, you pass tiny tugs hauling great log rafts to pulp, paper, matchstick, plywood, hardwood and sawmills lining the river. Passing through the Grenville Canal and the Carillon and

Ste. Anne Locks, you will enter the Province of Quebec, crossing the Lake of Two Mountains and Lake St. Louis into the St. Lawrence River and Lake St. Francis.

Turning upstream here, Quebec is left astern and you approach Cornwall where, amid the traffic of ocean-going vessels from many nations, you will see ships loaded with deckloads of pulpwood bound for Cornwall's pulp and paper mill, and another mill which spins rayon from wood. At Cornwall, the gigantic new St. Lawrence Seaway and Power Project opens up a vista of industrial progress and international cooperation. When completed, this 36-mile long development will make extensive changes in the system of locks by-passing the river rapids and open up new facilities for pleasure boating. Shortly after leaving Brockville on the run back past Gananoque to Kingston, your course will thread channels of the fabulous Thousand Islands, an area which in itself might well be the objective for a cruise from the States, and certainly a fitting climax to Ontario's "great triangle" cruise.

The charts required for the triangle cruise may be obtained from the Chart Distribution Office, Canadian Hydrographic Service, Department of Mines and Technical Surveys, Bolo Drome Building, 249 Queen St., Ottawa, Canada. Geographically (not numerically) from Kingston, they include numbers 1459, 1477, 1575, 1576, 1542, 1541, 1540, 1450, 1454, 1452, 1451, 1453, 1455, 1456, 1457, 1444, 1443 and 1458.

Anyone contemplating this or any other cruise in Canadian waters would do well to obtain a copy of the general catalog of nautical charts published by the Canadian Hydrographic Service. It not only details the areas, scales, and prices of all charts, but lists other publications such as tide tables, light lists, sailing directions, etc., required for other Canadian cruises along Great Lakes and coastal waters.

For boats other than those whose home ports are along the American shores of the Great Lakes, the principal avenues of approach to Ontario's cruising waters are two: from the Mississippi Valley by way of the Lakes-to-Gulf waterway, passing through Chicago and north through Lake Michigan; and from coastal areas in the vicinity of New York, by way of the Hudson River and one of three branches of the New York State Barge Canal.

Hudson River to Troy

The majority of Ontario-bound yachts will follow the Hudson to Troy, thence north or westward depending upon their ultimate destination. If bound to Lake Erie ports, Detroit, or other Great Lakes areas, they will undoubtedly take the Erie Branch of the Barge Canal to Buffalo. Others, bound for Lake Ontario, the Thousand Islands, the Trent or Georgian Bay (by way of the Trent) will use the Erie Canal westward as far as its

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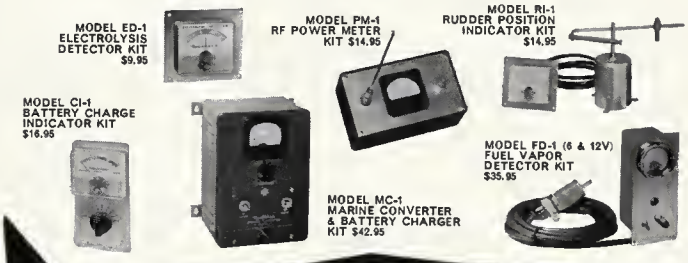
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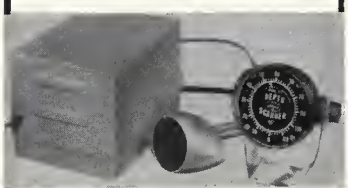
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junction with the Oswego Canal. Kingston lies roughly north of Oswego, across the eastern end of Lake Ontario near the Thousand Islands.

The other approach to Ontario lies through the Province of Quebec, straight north from Troy, by way of the upper reaches of the Hudson, the Champlain Canal and Lake, and Richelieu River to Sorel. Connecting link from Sorel with the "great triangle" then is a run southwestward up the St. Lawrence, past Montreal to the junction of the Ottawa and St. Lawrence. Admittedly, this kind of cruise is primarily for those with plenty of time at their disposal, as the round trip from New York to Montreal and the eastern apex of the "triangle" involves a run of something like 900 miles.

While Canadian authorities have simplified matters for visiting yachtsmen, it is still true that you are crossing an international boundary when leaving the State, so it's imperative to see that their few formalities are complied with. Boats must report inward on arrival at the first Canadian port of entry, report outward on leaving Canada, and receive clearance at the port of departure. Reports at intermediate ports of call may be verbal. The Collector of Customs and Excise at the port of entry will issue a cruising permit, to be surrendered to the Collector at the port of departure. Returning to U. S. waters, don't fail to report your arrival within 24 hours at the port of entry or Customs House nearest to the point at which you cross the boundary or enter territorial waters of the United States.

What Facilities Are Available?

The cruising yachtsman is interested, of course, in knowing in advance what facilities he may expect to find along the routes he has chosen. In this respect, Ontario has done an exceptional job in tabulating geographically for the various waterways mentioned in this article, every facility catering to the yachtsman's needs. "Dockside Fueling Facilities," published as a supplement to a booklet, *Cruising Ontario Waters* (available from the Ontario Department of Travel and Publicity, Toronto) lists points where the cruising boatman can find gasoline and diesel fuel, groceries, water, ice, provisions, marine service, boats to hire, bait, etc. "Marine Service and Supplies" lists similar information but with special emphasis on the marinas and stations which service the boat with fuel, hull and engine repairs, etc.

Because fuel may be a substantial item in an extended Canadian cruise, it is well to remember that Ontario allows a refund of 11 cents a gallon on gasoline purchased for (non-highway) use in marine engines, lighting plants, etc. Application blanks (Form GT 100 1) may be obtained from the Inspector of Refunds, Gasoline Tax Branch, Department of Highways, Parliament Buildings, Toronto 2, Ontario, Canada.

WHERE TO BUY CHARTS

Next to a well-found boat, perbaps the most important adjunct to a successful cruise is a stock of cbarts (and we don't mean road maps) of your cruising waters. They reveal an unbelievable amount of information, in a form which takes the guesswork out of piloting.

In a new pamphlet just off the press and now ready for free distribution, the Socony Mobil Oil Company gives specific information on where charts are available —charts of the coast, rivers, lakes, Canadian waters and intracoastal waterways. Sources for other publications, such as tide and current tables, light lists, notices to mariners, etc., are also included.

Entitled "Sources for Charts and Cruising Information," the pamphlet is available at all the major boat shows or will be sent upon request to Socony Mobil Oil Co., Inc., Small Craft Division, 150 E. 42nd St., New York 17, N. Y.

JOSEPH WHEELER APPLETON

Joseph Wheeler Appleton, first curator of the Marine Museum of the City of New York, and one of the most skillful and gifted of ship-model builders, died at tbe age of 57 in the Veterans' Hospital, West Haven, Conn., on January 15. Many of his models are owned by tbe museum he once directed, and hy the Marine Historical Association in Mystic, Conn. His home and workshop were in Stonington.

The artist was a memher of the Cruising Club of America and a deep water sailing enthusiast of many years standing. He sailed in the 48′ cutter Skal wben she competed in the trans-Atlantic race of 1931.

RBYC NAMES NEW MANAGER

The Royal Bermuda Yacht Club, patriarch of sailing in the honeymoon islands, has named Rudy Schraeder, former manager of the Harvard Cluh of Boston, as manager of its establishment in Hamilton. He succeeds Cary Walradt, who retired from the yacht club position because of ill healtb.

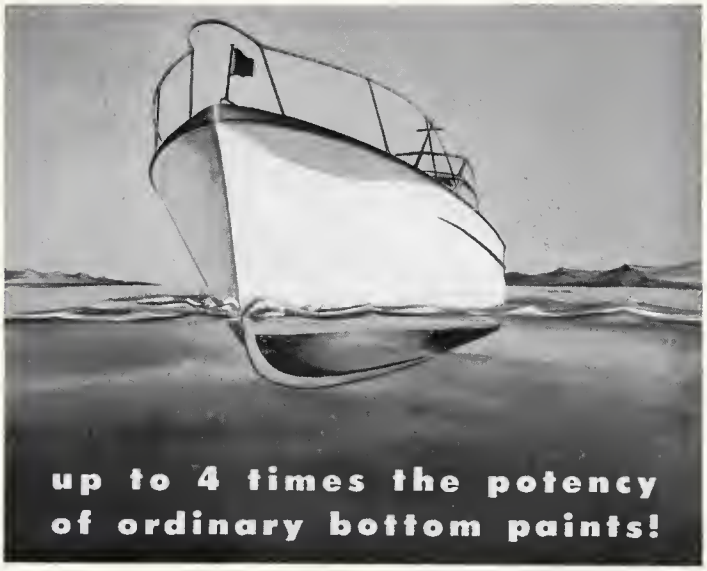
Schraeder at one time was owner-manager of the Egremont Tavern and Mt. Everest Inn in the Berkshires. A native Bostonian, Schraeder served with the U. S. Air Force during World War II and was discharged with the rank of major.

WILEY HEADS BOAT BUILDERS

Ralph H. Wiley, proprietor of tbe Ralph H. Wiley shipyard in Oxford, Md., was elected president of the American Boat Builders and Repairers Association at its annual meeting on January 21.

Three vice presidents were elected. In order of precedence they are: R. R. Rivenhark, Barhour Boat Works, Inc., New Bern, N. C.; E. D. Chase, Orienta Marine Corp., Mamaroneck, N. Y., and Fred W. Wormelle, Jr., Falmouth Marine Railway, Falmouth, Mass.

George J. Hossfeld, Jakohson Shipyard Inc., Oyster Bay, L. I., was named treasurer and Jerome F. Healy, Jr., New York, continues as executive secretary and general counsel.



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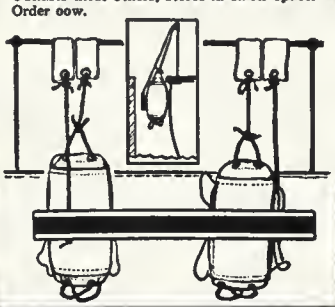
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CALENDAR OF COMING EVENTS

(*Continued from page 3*)



CHART SHOWING APBA REGIONS

REGION NO. 4

May 31-June 1—Elizabeth City, N. C. (International Cup), Unlimited.

September 20-21—Washington, D. C. (Presidents Cup), Unlimited.

REGION NO. 5 (All Fla.)

March 9—Hallandale, SO; 16—Clearwater, SO.

April 13—Hallandale, SO.

May 4—Hallandale, SO.

June 1—Hallandale, SO.

July 4—Hallandale, SO.

August 3—Hallandale, SO (Regionals).

REGION NO. 6 (All Michigan)

June 14-15—Detroit (Detroit Memorial), Unlimited.

July 13—St. Clair (International Boundary), Unlimited.

August 23-24—Detroit (Silver Cup), Unlimited.

September 6-7—Melbourne Ky., I (Mile Trials).

REGION NO. 7

October 4-5—Madison, Ind. (Governor's Cup), Unlimited.

REGION NO. 10

May 10-11—Chelan, Wash. (Apple Cup), Unlimited.

August 10—Seattle, Wash. (Gold Cup), Unlimited.

REGION NO. 11

July 4—Berkeley, Calif., O & SO; 26-27—Lake Tahoe (Mapes Cup), Unlimited.

REGION NO. 12

(All Calif. except when noted)

March 2—Lake Mead, Nev., SO; 9—Needles, SO; 16—Brawley, SO; 16—Parker, Ariz., O; 23—San Diego, SO.

April 6—Venice, SO; 6—Lake Mead, Nev., O; 13—San Dimas, SO; 27—Carlsbad, SO.

May 4—Long Beach, SO; 4—Parker, Ariz., I; 4—San Diego, O; 18—Bakersfield, I; 25—San Diego, SO; 30—Long Beach, I.

June 1—Needles, SO; 8—Bakersfield, O; 15—San Diego, I; 15—Bakersfield, SO; 22—San Diego, I; 22—Long Beach, O; 22—Bakersfield, SO; 29—Blythe, SO.

July 4—Long Beach, I; 12-13—San Diego, (Reg.) SO; 20—Long Beach, SO; 27—San Diego, O.

August 3—San Diego, I; 10—Long Beach, (Div.) O; 24—Bakersfield, O.

September 1—Long Beach, I; 1—San Diego, O; 13-14—Newport Beach, I; 21—Carlsbad, SO; 27-28—Salton Sea, I.

October 15-16—Lake Mead, Nev. (Sahara Cup), U; 19—Parker, Ariz., O.

November 2—Blythe, SO.

REGION NO. 15

July 1—Port Arthur, Texas, I.

REGION NO. 16

May 25—Boulder, Colo., I & SO.

June 15—Rawlins, Wyo., I & SO; 22—Rapid City, S. D., I & SO; 28-29—Denver, Colo., I & SO.

July 6—Laramie, Wyo., I & SO; 13—Pueblo, Colo., I & SO; 20—Loveland, Colo., I & SO; 27—Hot Springs, S. D., I & SO.

August 3—Denver, Colo., I & SO; 10—Granby, Colo., I & SO; 17—Shoshone, Wyo., I & SO; 24—Grand Lake, Colo., I & SO.

REGION NO. 17

June 28-29—Polson, Mont. (Copper Cup), Unlimited.

II
STOCK OUTBOARD MARATHONS

May 18—Blythe, Calif., 100 miles.

June 1—Albany-New York, 130 miles; 15—Moab, Utah, 200 miles; 29—Fond du Lac, Wisc., 88 miles.

September 28—Needles, Calif., 115 miles.

III
SPECIAL SAILING EVENTS

March 1-9—4th So. American Silver Star Champ., Rio de Janeiro, Brazil.

April 10-12—Fifth Annual Out Island Regatta, George Town, Exuma, Bahamas.

April 12—Miami-Panama Race (Florida Station, Cruising Club of America).

April 19-20—Winter Dinghy Wind-up Regatta, Larchmont Y. C.

May 29—Storm Trysail Block Island Race; 30—Swiftsure Lightship Race, Seattle.

June 7-8—NYYC Spring Regatta; 14—Newport-Bermuda Race; 16-17—Lipton Memorial Team Race (Intercollegiate), Newport Harbor, Calif.; 18-20—Intercollegiate Dinghy Championships, Newport Harbor Calif.; 29 thru July 5—Pacific International Y. A. regatta, Royal Vancouver, Y. C.

July 12-19—America's Cup preliminary trials, Newport, R. I.

August 1-9—New York Y. C. Annual Cruise, rendezvous New London, Conn., 1; first run to Newport, 2; Queen's Una & Corsairs Cup races, 3; to Padanaram, 4; to Edgerton, 5; to Hadley's Harbor, 7; annual regatta, 8, and Astor Cup, Buzzards Bay, Marion, 9; 2—Midget Ocean Racing Club race, Cape Cod Canal to Penobscot Bay; 16-23—America's Cup Observation Series, Newport, R. I.

September 1—America's Cup final selection trials, Newport, R. I.; 20—America's Cup Challenge Match begins, Newport, R. I.

IV
FLORIDA OCEAN RACING SCHEDULE

(Secretary-Treasurer, Charles Morgan Jr., St. Petersburg, Fla.)

March 1—St. Petersburg-Bradenton (via Egmont Key), 30 miles; April 18—Tampa-Egmont Key, 64 miles; May 30—Clearwater-St. Petersburg, 37 miles.

V
SOUTHERN OCEAN RACING CONFERENCE SCHEDULE

(Chairman: L. L. McMasters, P. O. Box 2990, St. Petersburg, Fla.)

March 15—St. Petersburg-Habana Race; 21—Habana-Varadero Race.

VI
MOTOR BOAT SHOWS

February 28-March 7—Atlanta, Ga. Southeast Boat & Vacation Show, Municipal Bldg. Sponsored by Atlanta Marine Trades Assn.

February 28-March 8—Philadelphia, Pa. Philadelphia Motor Boat & Sportsmen's Show. Convention Hall. Clinton W. Smullen, Secretary, 813 Commercial Trust Building, Philadelphia 2.

February 28-March 9—San Francisco, Calif. San Francisco National Sports & Boat Show, Cow Palace. Thomas Rooney, Mgr., 69 Pine St., San Francisco.

March 4-9—Omaha, Nebraska. Omaha Sports, Vacation & Boat Show, Civic Auditorium. General Shows Inc., 409 Times Bldg., Minneapolis, Minn.

March 6-8—Watertown, N. Y. 2nd annual WWNY Boat Show, State Armory. Harold Gore, WWNY, Hotel Woodruff, Watertown, N. Y.

March 4-9—San Antonio, Texas. San Antonio Sport & Boat Show, Bexar County Coliseum. Sponsor Alamo Boat Club. Double C Products, 419 Bedell Building, San Antonio.

March 6-9—Jacksonville, Florida. Jacksonville Marine Assoc. Southeastern Boat Show, Gator Bowl. Wesley Leake, Box 8112, Jacksonville.

March 7-12—Teaneck, N. J. No. Jersey Boat & Sports Show, Teaneck Armory, Bergen County Expositions Inc., 362 Cedar Lane Teaneck.

March 8-16—Jamaica, L. I., N. Y. Long Island Boat & Sportsmen's Show, 104 Artillery Battalion Armory. Long Island Expositions, Inc., 23 Debevois, Roosevelt, L. I. Albert J. Chase.

March 14-20—Newark, N. J., New Jersey Boat & Sport Show, Sussex Ave. Armory. R. F. Polifroni, Director, 20 Branford Place, Newark 2.

March 14-22—Toronto, Ont., Canada. Canadian National Sportsmen's Show. The Coliseum. Canadian National Sportsmen's Show, 85 King St., E. Toronto.

(*Continued on next page*)

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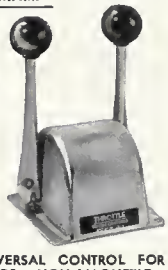
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CALENDAR OF COMING EVENTS

(Continued from page 133)

March 14-23—Cleveland, Ohio. American & Canadian Sportsmen's Vacation & Boat Show, Public Auditorium. Exposition Inc., 314 Lincoln Bldg., Cleveland 14. A. W. Newman, Managing Director.

March 14-23—St. Paul, Minn. Land-O-Lakes Boat, Marine & Tackle Show, St. Paul Auditorium. Mgr., Noel Van Tilburg, 2645 University Ave., St. Paul 14.

March 15-22—Houston, Texas. Houston Boat & Vacation Show, Coliseum. Sponsored by The Variety Club, Martin P. Kelly.

March 15-25—Treasure Island, St. Petersburg, Florida. Sportereme Outdoor Sports Show Treasure Island. Earl P. Gresh, Chairman of Bd., Suite 513, Florida National Bank Bldg., St. Petersburg.

March 15-April 15—Bay Head, New Jersey. 12th Annual New Jersey Boat Show, Dale Yecht Basin, Bay Head, N. J.

March 18-23—Richmond, Va. Virginia Motor Boat & Sportsmen Show, The Arena. Show Mgr., John E. Raine, The Arena, Richmond, Virginie.

March 20-23—New Haven, Conn. 6th Annual Connecticut Boat Show, New Haven Arena. Milton Cottler, Director, 26 Grove Street, New Haven.

March 21-30—Oakland, Calif. Bay Area Sportsmen's Show, Exposition Building. Sam Davidson, V. P., Exposition Building, Cleveland.

March 23-30—Columbus, Ohio. Dispatch-Journal Sports, Vacation, Trevel & Boat Show. Ohio Stete Feirgrounds Coliseum. Show Director, Ben Cowell, 16 E. Broad Street, Columbus 15.

March 22-30—Milwaukee, Wis. Great Lakes Boat Show, Milwaukee Arena. Director, Chas. D. Collins, Milwaukee Sentinel, Milwaukee 1.

March 24-29—Grand Rapids, Mich. West Michigan Sports & Boat Show, Civic Auditorium. Mgr., Jack Locks, 123 Pearl Street, N.W., Grand Rapids.

March 25-30—Peoria, Illinois. Peoria Sports, Boat, Home & Vacation Show, Robertson Field House. Maneging Dir., Sidney J. Page, 203 N. Wabesh Ave., Chicago, Illinois.

March 27-30—Hartford, Conn. Second Annual Hartford Boat Show, West Hartford Armory. Charter Oak Marine Dealers Assoc., 4 American Row, Hartford. Merritt W. Treat, President.

March 27-April 1—Des Moines, Iowa. Iowa Sports & Vacation Show, Auditorium. Sponsored by Des Moines Register & Tribune.

April 4-13—Minneapolis, Minn. Northwest Boat, Sports & Trevel Show, Auditorium. Sponsored by General Shows, Inc.

April 5-13—Knoxville, Tenn. 4th Annual Tennessee Valley Sports Show. Tenn. Velley Sports Show, 707 Market Street, Knoxville.

April 10-20—Los Angeles, Calif. Los Angeles Boat Show, Exposition Bldg. in Chilhowee Park. Produced by Show Manegement, 142 S. Fairfax Ave., Los Angeles.

April 12-20—Dalles, Texes. Southwest Sports, Boat & Vacation Show, Automobile Bldg. Fair Park. Sponsored by the Dalles Morning News.

April 28-May 3—Johnson City, Tenn. Tri-City Sports Show, W. Claude Fox, Mgr., 405 W. Walnut St., Johnson City.

May 16-18—Greenport, L. I., N. Y. North Fork Boat & Sportsmen's Show, American Legion Hall. C. Powell, Director, American Legion Hall, 121-3rd St., Greenport.

October 21-22—Kissimmee, Florida. 2nd Annual Boat Show, Boat-A-Cade Inc., Kissimmee, Florida.

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GIFTS AND GADGETS

(Continued from page 64)

refinishing job on hulls, decks, interior woodwork, masts and spars.

Versatile Elastic Cord

Rusco Cord, an elastic cord for mooring and anchor line snubbers, lashings, dock line take-up, and many other uses, manufactured by the Russell Mfg. Co., Middletown, Conn., is resistant to both salt and fresh water and other forms of marine rot. It is made with multiple strands of rubber thread, protected with a double braided cover of treated glazed yam thus permitting stretching up to 150% yet retaining sufficient tensile strength.

Plastic Bow Lights

Boat Lighting & Equipment Co., Cincinnati, O., now bas plastic lens bow lights built with Zamak die-cast bodies, copper, nickel and chrome plated, that embody a rebulbing feature. The fresnel lens of acrylic plastic is of uniform color, will not shatter, fade or change size or shape and has more light output than glass lens lights.

Better Boat Control for Skiing

The Rolla-Ski Tow permits intricate water skiing maneuvers with safety. Because of its roller design, this towing device centralizes the pull on the boat transom thus making the boat handle easier. The tow bar is stainless steel with aluminum brackets, bolts, nuts and washers. It is priced at $19.95 at Design Products, Inc., Dept. MB, 1177 Central Ave., Sarasota, Florida.

Leather Bailers

Boat bailers now come in leather. This chrome tanned, waterproof 5″ x 3½″ bailer is designed to do the job without harm to the finish of your boat. Ralph W. Miller, 121 W. Ridley Ave., Ridley Park, Pa., prices them at $2.65.

One Man Can Move a Boat

L & R Products also produces the Pramtruck, a wheel and frame which, when clamped to the transom of any small boat, permits one man to move it on shore or pier. The Pramtruck can be attached or removed in a few seconds. It is rubber tired, weighs 6 lbs., has a cast aluminum frame, and a semi-pneumatic wheel, and can be used with any 15 in. transom not over 1¾ in. thick. The price is $15.95.

Have a Look Astern

More complete vision is the feature of the new Taylor SeaRama boat mirror. It has a highly polished, non-breakable, non-corrosive bead, with a triple chrome base. It's convex face assures full, clear vision astern and both sides and need not be adjusted as the boat changes plane. It is a great help to drivers of boats towing water ski-ers. Price $6.95 from the N. A. Taylor Co., Inc., Gloversville, N. Y.

To Keep the Spray Away

Hodgman's nylon yacht suit is a lightweight, water and wind-proof, 2-piece garment of nylon coated with neoprene. Seams are cemented and vulcanized. The parka jacket has a drawstring closure hood that folds back into a snug collar, zipper opening with snap fastener at the neck, elastic wrists and a drawstring at the bottom. The complete suit weighs 23 ozs. and comes in Air Force blue. Hodgman Rubber Co., Framingham, Mass., is the manufacturer.

Ships' Wheels for Clocks

Ships' wheels of Honduras mahogany with contrasting inlay in 16 and 20 in. diameters have been adapted to a new line of twelve nautical clocks by the Marine Division of Howard Miller Clock Co., Zeeland, Mich. Included in the line are brass or chrome bulkhead clocks, both with and without wheel spokes, which are easily convertible to den and office use when the boat is in winter storage.

Dolly Kit for Moving Boats

The latest in kits is one for assembly into a dolly for moving small boats overland. Using the dolly, one person can move a boat weighing up to 450 lbs. Fifteen minutes is all it takes to put the dolly together as everything needed to build it, except a piece of two-by-four lumber, is included in the kit: two 10″ x 2.75″ semi-pneumatic wheels, hub caps, wheel axle brackets, fabric strap and





Arkansas Traveler Contessa

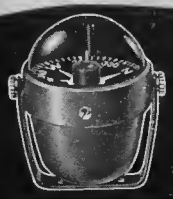
HIGH WIDE and HANDSOME

Here's a roomy, seaworthy 16-ft. Day Cruiser with the lines and responsiveness of a smart runabout. Big 7 x 10 ft. open cockpit; 40″ depth; 82″ beam! The heavy-gauge aluminum hull is virtually maintenance-free—and features famous "riding-on-air" Cushion-Aire-Glide. Deck and coaming are lustrous Fiber Glass. Ask your Dealer about the 19 great models for '58—and about the new GUARANTEE! Or, write us for free catalog.

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mounting hardware. Gleason, 250 No. 12th St., Milwaukee, Wisc., makes it.

No Spilt Drinks

No need to cry over spilt drinks now. The Bar-Buoy is a bracket and basket combination that has free swivel action for keeping drinks upright when the boat rolls. The basket holds any size glass, cup or can and cannot be dislodged but can be removed from the bulkhead or coaming bracket when not in use. Fresh water model is $3.95 while the salt water model is $4.95, and is made by Aladdin Laboratories, Inc., 620 South 8th Street, Minneapolis, Minn.

Foul Weather Suits You Can See

Another foul weather suit, this one a high visibility orange color, is produced by Sperry Top-Sider Footwear, Naugatuck, Conn. It comes in five sizes from extra small to extra large. Trousers have a drawstring top and the jacket has a fly front and drawstring hood attached. All seams of the featherweight, pliable, neoprene-coated fine cotton garment are vulcanized watertight. The suit sells for $18.95.

Self-Locking Turnbuckles

"Handy-Lock" is a lightweight, all stainless steel turnbuckle that is locked without cotterpins, check nuts or wire. It has no sharp corners or projections to foul sails or lines and needs no taping. The lock is quickly released and in position for full adjustment in one movement thus eliminating use of tools and loose cotters. Write to C. Sherman Johnson Co., Fern Lane, Middle Haddam, Conn., for further details.

New Fabric-Like Vinyl

A new fabric-like vinyl for drawer linings, bulkheads and ceilings has been developed by Johns-Manville. It meets Coast Guard requirements for combustible veneers and is designed for use as a decorative finish. The vinyl is embossed in contemporary colors and is available with a contact adhesive for application to exposed metal trim where forming is not feasible. Designed to have high abrasion and impact resistance, it also is unaffected by most acids and alkalies.

Adjustable Bindings for Water Skis

Aluminum and pliable but firm rubber with a series of holes drilled in the heel plate form an improved binding for water skis of Moulded Products, Inc., Maple Plain, Minn. A knurled set screw fits into the holes locking the binding at the desired size. This prevents any loosening and the probability of the skier losing a ski while riding.

Water Trapeze—It Floats

A water trapeze for swimming fun is made by Carry-Lite Products Division, Pulp Reproduction Co., Milwaukee, Wis. It is supported on each end by floats of expanded polystyrene. In fact the trapeze looks like a bar bell—one that floats.

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#219 WATER
SKI VEST

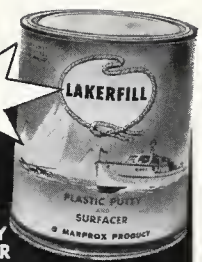


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Oshkosh, Wisconsin

MORE THAN LUCK

(*Continued from page 30*)

fates be kind, he could—and would perform the feat again.

That such a deed could be repeated, and repeated still again, is entirely possible. The ocean has been crossed by dory, motorboat and raft, and such crossings may well be duplicated in the future. It is conceivable that one could cross an ocean by canoe or even astride a plank, given the indulgence of Nature and Neptune. Those who voyage alone on the high seas, in small craft of whatever rig or design, could be likened somewhat to the cave man of long ago, wandering, ill-armed, through the unknown dangers of a prehistoric night; likely to be set upon from all sides by formidable and invincible foes at any moment and with the chances of succor remote indeed.

The dangers and possibilities of accident, fatal or otherwise, that lie in wait for the lone voyager and his craft, are innumerable. He may fall from aloft or be struck by falling gear; be swept overboard by a sea or tossed overboard by a sudden listing of his vessel; be struck by a swinging boom or fall down a hatchway; he may be poisoned by tainted food or impure water; be stricken by any one of many illnesses and so rendered helpless; may become the victim of fire or explosion.

His vessel may become disabled and helpless, drifting aimlessly, until death by hunger and thirst overtakes its sole crewman.

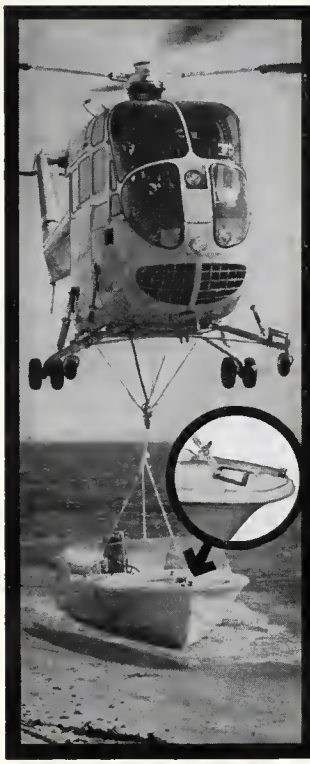
The saddest sight that the eyes of mariners of the high seas may gaze upon is that of a drifting wreck; the derelict remains of what must have been once a staunch and able vessel. The absence of all life aboard; the profound and eerie silence of its cabins and interior bear potent evidence of distaster; an enigma of the sea that is locked in its depths. The sight of a stranded ship, driven on shore or reef, disabled, wrecked and abandoned; the whereabouts or fate of her people to be forever unknown.

When one competes, in sport or otherwise, against so powerful an opponent as Poseidon in his element, not only competency of the highest degree but companionship of others, against the vagaries and adversity of the sea, are not only highly desirable but, in most cases, of downright necessity.

☆ ☆ ☆

ROBERT H. WAGER

Robert H. Wager, inventor and manufacturer of marine equipment and founder of the South Orange, N. J., company which bore his name, died in Memorial Hospital, Orange, N. J., on January 15. He was 76. He started his company 40 years ago and was its active head until illness forced his retirement in November. The firm manufactured air vent valves, smoke indicators and other marine accessories.



Actual photo of Doman helicopter picking up Glass Craft boat by lines attached to AQUALOY fittings.

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GULF OIL RESEARCHERS OFFER PLAN TO IMPROVE MARINE ENGINE FUNCTION

THE first fuel octane rating program for marine engines has been established by the American Boat & Yacht Council. W. Edgar John, of W. Edgar John Associates, Rye, N. Y., and retiring technical vice president of the Council, announced that the marine industry now has a fuel octane rating program comparable to those already in existence in the automotive and aviation engine industries.

The new program was outlined in a technical paper entitled, "Gulf Marine Engine Octane Rating Program," presented to the Council's annual meeting by R. A. Wells and J. C. Vollmer, of the Gulf Research & Development Company, Harmarville, Pa. Some of the conclusions arrived at were:

- Inboard marine gasoline engines are detonation limited based on motor method octane rating and not on research method;
- Most engines bad higher octane requirements when operating on the higher sensitivity fuel than when operating on a lower sensitivity fuel (The difference between the two octane numbers of a fuel rated by the motor method and the research method is known as fuel "sensitivity or "jump.");
- Many engines which produce full throttle maximum power on a given fuel will not give higher engine power or rpm on higher octane fuel regardless of ignition timing;
- Advances of a few degrees in ignition timing at full throttle maximum rpm increase octane requirements by several numbers but have small effects on power output for the engines tested;
- Small reductions in throttle setting and engine rpm below full throttle results in large reductions in engine octane requirements. (To the boat operator, this means that if he encounters knocking at full throttle, a small reduction in throttle setting will allow him to get out of this condition instantly with a relatively small loss in power. If he wants to operate at full throttle, he can then retard his ignition slightly to stay out of the knocking condition.)

The results of the tests also showed that, in general, the octane requirement of V-8 and in-line type marine engines were similar for the same compression ratio.

It was further determined that compression ratio of an engine is not by itself an indication of octane requirement. Two very similar models of engines having the same compression ratios were found to have octane requirements that differed by an average of 4 numbers.

As a result of the testing program and the findings recorded, the Gulf researchers have recommended that the engine and boat builders add several items which would permit the boat owner to operate his engines more efficiently:

- Place well-defined timing marks on all engines.
- Place decals and/or tags near the timing marks clearly stating what the engine timing should be.
- Clearly mark on the engine the minimum octane quality and/or class of fuel to he used with standard timing.
- Improve engine compartment ventilation to reduce carburetor inlet air temperature, thereby increasing engine power under all conditions. (The temperature of the air entering the engine carburetor affects the power produced by the engine and the fuel consumption. It also affects the octane requirement of the engine. High temperature reduces power and increases fuel consumption per horsepower.)
- Boat fuel systems should be designed with fuel shut-off valves close to the engine fuel pump so that disconnecting fuel inlet lines to the engine would not result in loss of fuel sipbon by air lock.

Gasoline octane rating is important in all gasoline engines because of its related ability to reduce engine knock. But it is more critically important in marine engines because severe damage can be done when an engine operates under knocking conditions for a longer time under a steady load. Marine engines are usually under such conditions for sustained periods, and thus the selection of operating conditions and fuel with the necessary octane rating becomes important for the boat owner.

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A new, safe, lightweight Aqua-Lung unit designed for all underwater chores around your boat, cleaning hull, disentangling prop, etc. and spearfishing. Tank can be strapped anywhere on body and still have equal breathing. Can be used instantly by simply inserting mouthpiece. Weighs 6 lbs.

Bantam Aqua-Lung consists of 20-min. compressed air tank, K valve, Aquamatic demand Regulator, with built-in automatic reserve and Universal harness with quick-release buckle, plus 32 pg. instruction book by Capt. Cousteau. **$47.50 ppd.**

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Outfitters for World-Wide Undersea Expeditions

★ PORPOISE ★

(*Continued from page* 55)

this to help distribute sailing time about as follows: On Saturday races, the boat must be steered by a child; every alternate Sunday, the boat must be steered by a male adult.

River Rats now number 60 families with a total of 150 children. The fleet is made up of 21 Indian Scouts, 4 Blue Jays, 1 catamaran, 4 rowboats, and the current project of 35 Porpoises. Porpoise, the first class boat of its kind in the world, embodies an entirely new concept in fiberglass boats: assembled without any necessity for forms, molds, or fastenings, Porpoise offers all the non-maintenance, leakproof characteristics of fiberglass in a boat so simple a child can readily build her . . . of *fiberglass flat sheet laminate.*

The members of River Rats were organized into work teams, with Dads in the capacity of supervisors. After the lines of Porpoise had been drawn on the two 4-by-8-foot sheets of ⅛″ flat sheet fiberglass, the material was cut with a dagger saw, using metal-cutting blades. Because this laminate is tough, it required about one dozen dagger saw blades to cut out one entire boat. The components of Porpoise have been designed so that they can fit together only one way.

Next Step Is Sanding

The next step is sanding. You see, in manufacturing the flat sheet fiberglass, a wax is used to keep the material from sticking to the presses. Because the parts of Porpoise are held to one another by fiberglass tape and epoxy resin, we have to be absolutely certain no wax remains to impair the bond. There is another reason for sanding: the surface of the sheets, beneath the wax, is very smooth and hard. To expose the tiny fibers of glass inside the sheet, we roughen the surface and improve the bond between the glass of the sheet and the epoxy. The children used a pencil compass and marked off 4″ wide areas around the perimeter of each sheet after it had been cut to size. Then, with 1/o aluminum oxide paper, they scrubbed until no shiny spots were left when the sheet was viewed against the light. This is the most important part of building Porpoise. If the sheets are kept clean after being properly sanded, Porpoise will be a good little boat with a long life. If not, she will fail. To help keep the surfaces clean, the children used cotton gloves.

Now the parts are ready to be clamped together for taping. The River Rats made clamps from ⅛″ thick, ¾″ wide aluminum strip. Each clamp is about 4″ long, with a hole to accomodate an 8-32 flat head brass or aluminum machine screw ½″ in from either end. The clamps are spaced about 8″ apart. The holes drilled through the flat sheet fiberglass are countersunk so that the machine screw head is flush *inside* the boat. When the boat is assembled (starting with the two halves of the bottom, then adding stem



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Smith Boys, Inc., Kenmore, New York
Comstock Boat Works, West Point Pleasant, New Jersey
Hetzling's Boat Yard, Toms River, New Jersey
Somers Point Boat Works, Somers Point, New Jersey
Enterprise Marine, Inc., N. Miami, Fla.
Maximo Boat Basin, St. Petersburg, Fla.
Maine Coast Boat Sales, Inc., Boothbay Harbor, Maine
Catawba Marine Sales, Port Clinton, Ohio
Georgetown Yacht Basin, Georgetown, Maryland
The Marine Sales Company, Annapolis, Maryland

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and transom, and finally the sides) the sanded areas are washed clean with toluene or acetone. The hull is checked by eye, to make certain it has no twist from stem to stern. Porpoise is ready to be taped.

The River Rats mixed a little titanium white pigment with their epoxy resin. This was to help them see that the resin thoroughly covered the sanded areas, and that it fully closed up the weave of the tape. They painted the resin down the center seam of the bottom, generously flowing it, and covering the heads of the screws which held the clamps. These screws remain in the boat, although they have no further value after Porpoise has been taped.

Children Lay Fiberglass Tape

Next, the children laid a strip of 6″ fiberglass tape the length of the seam, extending 2″ or 3″ up the transom and the stem. This tape was immediately painted again with epoxy and a 4″ tape laid over the 6″ one. The 4″ tape was again immediately painted with epoxy resin. After this, the seams at the sides of the hull were done in the same manner, and finally, the seams at transom and bow. Porpoise had to be left to dry and, during these hours, the River Rats busied themselves with pasting up the flat sheet fiberglass daggerboard trunks, cutting the Styrofoam flotation-seats, and forming gunwales.

When Porpoise was completely cured inside (tested by digging at the resin with a fingernail) the boat was turned over, and the clamps removed by shearing off the machine screws. This is done by simply twisting the nuts with a wrench until they, and the shank of the machine screw, break clean. The children washed the taping areas on the outside with acetone, sanded the boats' sharp angles round, and repeated the double taping procedure. The clamps and nuts are reusable, although new bolts must of course be used for every boat.

The next step in building Porpoise is the installation of the daggerboard trunk. The slot for the board is cut with a daggersaw through the bottom of the boat. A generous layer of epoxy is applied where the trunk is set, and the trunk is taped with 4″ fiberglass tape. The after edge of the trunk butts against the midship thwart, which helps anchor it. These thwarts are now installed. The Styrofoam is painted in with epoxy, then covered with fiberglass tape of fabric, and doubles as seats and flotation units. After the seats are in place, the gunwales are installed. Too, if Porpoise will be used with an outboard motor, a block of wood should be epoxy-bonded to the transom to accept the outboard's clamps. This block should have its edges well taped.

The mast step on Porpoise is a 10″ length of polyvinyl chloride tube, of diameter to just telescope around the mast, an unstayed length of 3″ diameter PVC pipe.

PVC is also used to make the rudder

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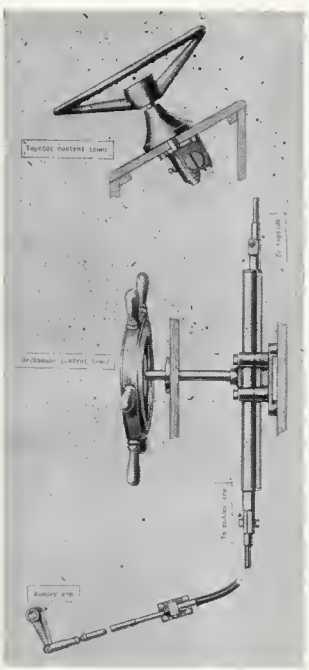
hangings. A 10″ length of the pipe, having a ¼″ inside diameter, is epoxyed and taped to the transom. Two 1″ lengths are attached to the rudder in the same fashion, and the rudder is hung by a 13″ brass rod.

The materials to build Porpoise are obtainable from Russell Reinforced Plastics Corporation, in Lindenhurst, Long Island, New York, and Glass Plastics Corporation in Linden, New Jersey. Russell Reinforced Plastics can provide the ⅛″ thick flat sheet sheered in basic widths for easy handling. They helped develop the first kit to the Porpoise design, and also can provide the 3/16″ flat sheet for rudder and daggerboard, and the ¼″ pieces used as spacers in the daggerboard trunk. Glass Plastics Corporation, of Linden, furnished the tapes and epoxy resins for the River Rats. Full size templates for the hull are available from the designer: John Roberts Designs, Box 1346, Coral Gables, Florida, at a cost of five dollars per set.

☆ ☆ ☆

DUAL CONTROLS FOR SPORT FISHERMEN

To meet the need for positive steering control at both stations, Marmac Products of Detroit, Mich., have developed a "topside dual steerer." The accompanying illustration shows the several units involved. The heart of the mechanism is in the (lower) deckhouse control station which utilizes a conventional ship's wheel. Dual racks, actuated by a single pinion between them, are mounted in parallel tubular brass housings. The pinion, in turn, is driven by the shaft on which the wheel is mounted.



SYNTHETIC HULL MATERIALS

The boating industry may have taken another big bounce forward in the synthetic hull materials field with the introduction of a new rubber-type boat made of Royalite, a co-polymer and synthetic rubber compound developed by the U. S. Rubber Company. Two pilot models, a dinghy and an outboard runabout, were shown by U. S. Rubber at the National Boat Show in New York. (See runabout on page 52.)

Two builders in the small boat field have already arranged to mold Royalite boats for their lines: Crestliner, Inc., of Minneapolis, Minn., and Wagemaker Company, of Grand Rapids, Mich. For Wagemaker, which has introduced many innovations in its 25-year history, this represents another advance.

Wall construction is basically a sandwich consisting of buoyant cellular Royalite core between two layers of tough, hard Royalite skin. Colored exterior synthetic rubber coatings are bonded to the skin to improve aging and weathering properties. The cellular core acts primarily as a pacer to provide stiffness for the outer layers and also take care of the flotation factor.

The laminated "sandwich" is fused under heat and pressure to form a bond that will not delaminate in service. Color is molded into the rubber coating and will be molded into the Royalite material so that annual painting is eliminated Frabrication of a complete boat requires installation of stiffeners such as are used in molded plywood boats.

Rubber-plastic Royalite as used in runabout hulls in the 14-foot range is midway between the weights of aluminum and fiberglass. Expanded Royalite is more resilient than many common boat-building materials and provides impact resistance in excess of plywood and fiberglass materials. Normal operating temperatures from zero to 150 Fahrenheit do not adversely affect physical properties.

Wagemaker first entered the boating field in 1930 with a flat-bottom cedar rowboat, built in the basement of an office furniture factory. Forty-three boats were built during the first year.

Compressed-seam cedar strip boats were introduced in 1935. Three years later high compression molded plywood hulls were purchased from the U. S. Plywood Corporation and subsequently became part of the line. In 1949 the molded hull division of the Plywood Corporation was purchased and incorporated as a wholly owned subsidiary.

This combination of organizations continued to grow. In 1953 the Northern Chair Company in Cadillac, Mich. was purchased. That factory, now organized under the name of Cadillac Marine and Boat Company, is a wholly owned subsidiary of Wagemaker. And just three years ago, Wagermaker opened a subsidiary in Frankfort, New York called Empire Boats, Inc., which manufactures aluminum and molded plywood boats.



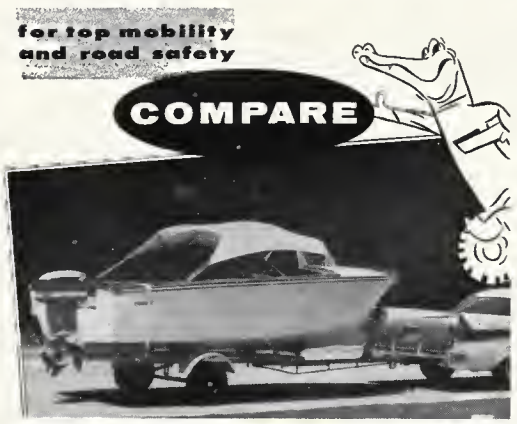
Raytheon is pleased to report that **Captain Fred E. Lawton,** Director of Safety and Educational Aids, will be the Professional Sailing Master aboard the Sears-Cunningham 12-meter sloop—contender for the defense of **THE AMERICA'S CUP.**

His many readers will be happy to learn that during his leave of absence Fred Lawton will continue to write "Captain Fred's Log," which will appear regularly in this publication.

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ON THE RACING CIRCUIT

(*Continued from page* 68)

SNIPE REGATTA IN BAHAMAS

Basil Kelly and Harold B. (Buck) Johnson, sailing the green-hulled O'Kelly, helped to inaugurate the first Rock Sound Club Snipe regatta in the Bahamas. O'Kelly took three firsts, a second and a sixth to amass 7,546 points (Snipe class scoring system)—a lead of 93 over the second place Tropet, sailed by Godfrey Lightbourne and Sigmund Pritchard.

WELDWOOD ROYAL MARINE AWARDS ESTABLISHED

United States Plywood Corporation has established a series of Weldwood Royal Marine Awards for winners in 1958 stock outboard divisional and national championship competition held under auspices of the American Power Boat Association. In addition, certificates, laminated and mounted on plywood, will be given to winners of second and third places.

HENRY SEARS WINS NEW HERRESHOFF TROPHY

For his successful "almost-singlehanded" efforts to revive the America's Cup races after a lapse of 21 years, Henry Sears, former commodore of the New York Y.C., on Jan. 22 received the new Nathaniel G. Herreshoff Trophy for outstanding contribution to North American Sailing in 1957.

The presentation of the new perpetual award created by the National Association of Engine and Boat Manufacturers to honor the memory of the storied Wizard of Bristol, was made by the North American Yacht Racing Union. The trophy has been given over to NAYRU for annual disposition.

Many persons had felt that the America's Cup races could never again be sailed because the deed of gift specified yachts of a size no longer feasible and because of the legal obstacles facing an effort to get a new deed, NAYRU President J. Amory Jeffries, Boston, Mass., explained in presenting the award to the Greenwich, Conn. yachtsman.

But because of Sears, "all obstacles were finally resolved and a challenge was received from the British to race for the America's Cup in International 12-Meters," Jeffries said. In addition, Sears has formed a syndicate to build a contender for the Cup defense.

WOOD PUSSY CLASS ELECTS COLYER

Donald H. Colyer, of Fair Haven, N. J., was re-elected commodore of the National Wood Pussy Class Association at the annual meeting which also named Duncan Elder jr., Cold Spring Harbor, L. I., vice commodore; C. Chester Lindroth, Valley Stream, L. I., rear commodore, and John Lindberg, East Rockaway, L. I., secretary-treasurer.

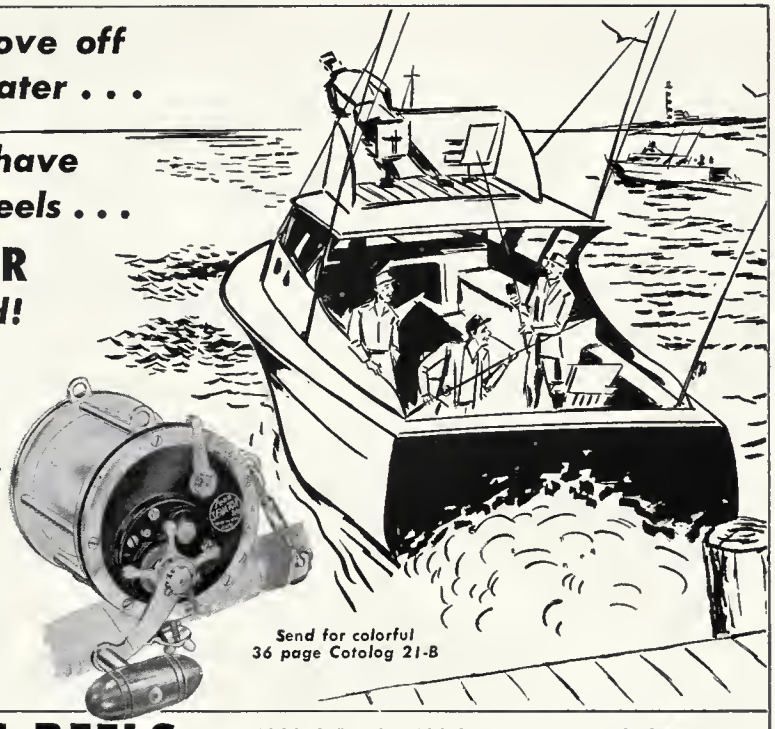
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BOSTON IS THISTLE CHAMPION

Howard Boston, the Mount Clemens, Mich., sailmaker, and Bill Mangold, director of the regatta, finished one-two among the 40 contestants who sought the eleventh annual mid-winter championship of the Thistle Class at St. Petersburg, Jan. 22-25. Both finished strongly after relatively weak early showings in the five-race series.

Boston, whose Manawaca registered 181¼ points, had a third and first in the last two races after having been second, eighth and tenth. Mangold finished with a first and fourth. Up to then he had taken an eighth, tenth and fifth, so he wound up with 177¼ points.

Dr. William Nexson, Columbus, O., John Martin jr., Memphis, Tenn., and Elmer Richards, Somerville, N. J., took the next three places in the standing which was pretty generally scrambled by the fourth race when it blew so viciously that three quarters of the starters either capsized or lost their rigs.

MOGU WINS GULF RACE

Fred Guggenheimer's 43′ yawl Mogu, ex-Windward, and Spencer McCourtney's 32′ yawl Brisote, were the class winners in the Florida Ocean Racing Association's annual St. Petersburg-to-Venice race on January 10. The 39′ yawl Cindy, ex-Celia, now raced by Chidester Johnson and a Venice Y.C. crew, was runner-up to Mogu in Class A and Jack Taylor's 40′ centerboard yawl Pipe Dream was third. John Innes' light displacement yawl Loon, from Sarasota, was second to Brisote in the other division.

TATUM TO LEAD N.O.A. AGAIN

Ralph Tatum, of Jackson, Miss., has been re-elected president of the National Outboard Association in country-wide halloting. Bud Wiget, of Lakeland, Fla., defeated Ralph Johnson, of Blytheville, Ark., for the vice presidency and H. H. Starnes, of Hickory, N. C., won a three-way contest for the secretaryship. R. Allen Smith, of Crossville, Tenn., the incumbent, got the most ballots for treasurer.

HANSON WINS PREDICTED LOG CONTEST

Piloting his 33′ cruiser Winam, Nils Hanson, of the Banana River Power Squadron and the RCA Y.C., won the predicted log contest held Jan. 19 off Eau Gallie, Fla., by the Indian River Y.C. and the RCA Y.C. With his wife Carol as navigator, Hanson negotiated the 18-mile course, northward from the Eau Gallie Causeway, in 2:08:25. His accumulated error against his predicted time of passing each control point was 0:02:52, by far the best performance among the 13 contestants. Predicted log cruising is new to his part of Florida, but not to Hanson who used to do much of it in the Greater New York area.

Second place went to Sis IV, a 42-footer owned by Mrs. W. T. Stewart of Merrit Island. This yacht was navigated by Hal Savage, Melbourne Beach, with James F. Thompson, commodore of the Indian River Y.C., in command. Clara K, owned and skippered by Fred S. Roberts, Melbourne, was third.

THISTLE CLASS SETS DATES

At a meeting of the Thistle Class executive committee held in New York, Jan. 18, the following regatta sites and dates were selected:

The 13th annual National Championship regatta, Fairhope, Alabama, week of Aug. 18, sponsored by Fairhope Y.C.; Fifth Annual Atlantic Coast Thistle Championship, Quincy Bay, Mass., at start of Quincy Bay Race Week, July 12-13, sponsored by Squantum Y.C.

BIG PREDICTED LOG CONTEST FOR BOSTON

The Boston Power Squadron and the Boston Globe, which will put up the top trophy, will combine forces to promote under A.P.B.A. sanction a major league predicted log contest for cruisers on Massachusetts Bay, August 2. Other prizes at stake will be the Boston Squadron Trophy and the Wilfred O. White Award, presented by the Boston Y.C., birthplace of the United States Power Squadrons. (*Continued on next page*)

NEW IDEA FOR GOLD CUP BOATS

In top flight competition such as that found in the unlimited hydroplane class, it is often the new idea as well as speed and skill that leads to victory. That is just what Douglas Van Patten, the Detroit naval architect has in mind as he works on a new boat that he hopes will be the one to pry the Gold Cup loose from Seattle.

He claims that his principle, called "hyperloading", is a new concept for the riding surfaces of high speed boats. But beyond the fact that it is no whim (he has been working on it for years), little is known of it. Getting into the Oak Ridge atomic plant couldn't be any harder than gaining access to the construction area for Van Patten's boat.

According to the designer, "the principle of hyperloading has been thoroughly proven in what can be called the lower and middle speed ranges, full scale at speeds somewhat in excess of 100 mph and by models at speeds in the region of 20 mph." A Chicago group is said to be backing the projected boat, which will have two Packard engines in tandem and resemble, outwardly, the former Miss Pepsi.

NEW HUCKINS CRUISER COURSE

The sixth annual Frank P. Huckins Memorial Trophy predicted-log cruiser contest, lead-off event on the Eastern Cruiser Association schedule, will be run on a home-to-home basis on June 28 in Long Island Sound. The Manhasset Bay Y.C., assisted by the E.C.A., will direct the test which, for the first time will terminate as well as start in Manhasset Bay instead of winding up at Port Jefferson where it was becoming increasingly difficult to handle a fleet of the size of that seeking the Huckins prize.

In ECA elections, Dr. Anson G. Hoyt of Shrewsbury River Y.C. was elected commodore, James P. H. Marker, New York Y.C., vice commodore; Edward J. Dennis, New York Athletic Club, rear commodore; Harry A. Spangler, Larchmont Y.C., secretary, and William R. Donald, treasurer.

NAYRU RE-ELECTS JEFFRIES

J. Amory Jeffries was re-elected president of the North American Yacht Racing Union whose membership now embraces more than 800 clubs. Other officers were: Robert B. F. Barr, Toronto, Ont.; Theodore M. Dunlap, Chicago, Ill.; George R. Hinman, Sands Point, L. I., N. Y., and Henry S. Morgan, New York, vice presidents; Percy Chubb 2d, New York, treasurer; George E. Roosevelt, New York, secretary, and Robert N. Bavier, Jr., New York, corresponding secretary.

The Union selected the following sites for its 1958 individual North American sailing championships: Sears Bowl for juniors at the Royal Vancouver Y.C., Vancouver, Canada, Aug. 26-28, in 18′ Flatties; Mrs. Charles Francis Adams Trophy for women at Chicago Y.C., Chicago, Ill., Aug. 25-28 in Luders 16's; Clifford D. Mallory Trophy for the men at the American Y.C., Rye, N. Y., starting Sept. 15, in International 210 class sloops.

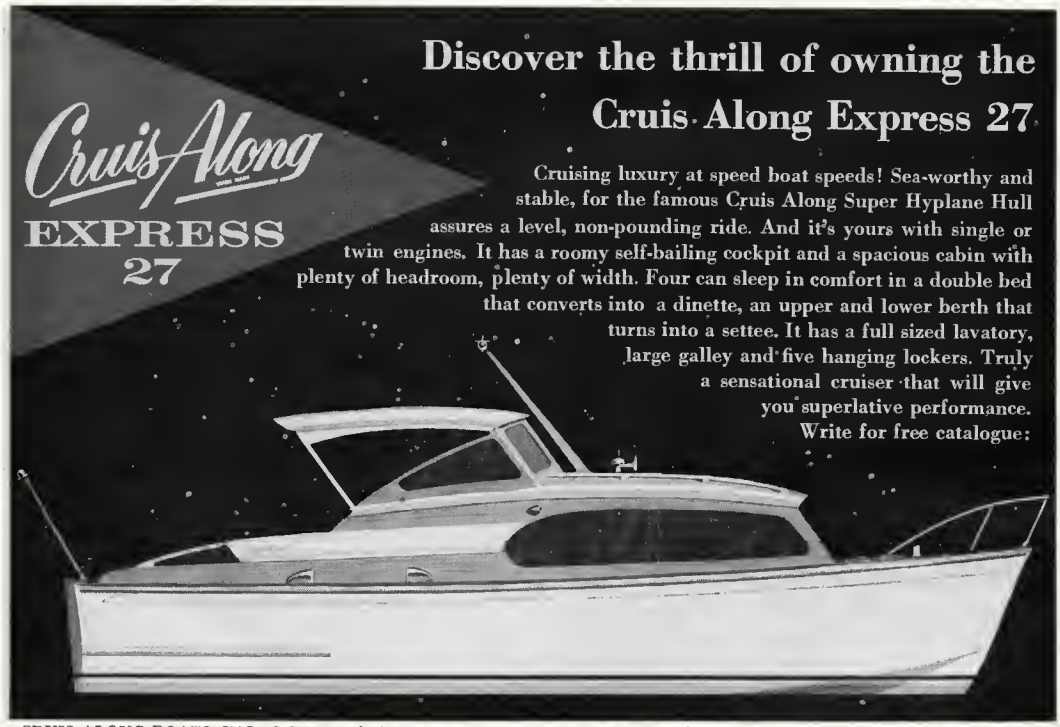
1958 APBA MEETING IN WASHINGTON

The 1958 annual convention of the American Power Boat Association is assured for Washington, D. C., since Region No. 7's withdrawal of its bid on behalf of Milwaukee. The city of beer and Braves will submit another invitation for 1959.

HIGHLANDER CLASS ELECTS

Dr. Benjamin Sawyer, Middletown, Ohio, has been elected president of the Highlander Class International Association. Other officers named were C. Russell Eddy, Duxbury, Mass., vice president; Peter Dunkle, Columbus, Ohio, secretary; O. C. (Buck) Bailey, Corpus Christi, Texas, treasurer and Dr. C. E. Greiner, Columbus, Ohio, official measurer.

The 1958 class championship will be sailed the week of Aug. 11 at the Corpus Christi Y.C., home of Bailey, 1957 kingpin. There are now 300 active Highlanders, including boats in Canada, England, South Africa and France. The latter has a 42-boat fleet. (*Continued on next page*)



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COMETS APPROVE FIBERGLASS HULLS

After a year's experimentation with a fiberglass hull modeled from one of the more successful Lippincott wooden boats, the Comet Class Y.R.A. has authorized the use of synthetics for construction, provided that all hulls are made from a mold owned or approved by the association.

William H. Meyer, of Baltimore, Md., is president of the C.C.Y.R.A. for 1958. The administration also includes David H. Kingston, Little Silver, N. J., executive vice president; Wilbur F. July, Wantagh, L. I., secretary; Frank G. Smith, Columbus, O., treasurer, and Robert B. Whittredge, Larchmont, chief measurer.

RAVENS TO FLY AT NOROTON

The National Raven Class Association has elected Carter Sales jr., of Detroit, Mich., to the chairmanship of its organization and selected Noroton, Conn., as the site for the championship regatta, August 26-28. Other officers are Robert Kerr jr., Detroit, secretary; Robert Polhemus, Noroton, Conn., treasurer, and Boyd Benkert, Detroit, measurer. The action committee, which handles association business between annual meetings, comprises Henry H. Anderson, Oyster Bay, L. I., George Dornin, Warren, O., S. A. Sheppard, Cleveland, O., Charles Kingsley, Huntington, L. I., Frank Jahn, Bayside, L. I., Michael Mooney, Oyster Bay, L. I., and John Russell jr., Sandusky, O.

MULTIHULL ASSOCIATION ELECTS

The International Multihull Boat Racing Association, New York Fleet, dedicated to the development and racing of multihulled boats like catamarans, trimarans, etc., has elected Victor Tchetchet of Kings Point, L. I., honorary life commodore; Robert Harris, commodore; George Goldberg, vice commodore; George Petchock, rear commodore; Eric Rose, secretary; Richard Bass, treasurer and Walter Bloemhard, chairman of the race committee.

JET 14'S TO RACE IN OHIO

The Jet 14 Class Association has awarded its 1958 national championship regatta to the Mohican Sailing Club of Mansfield, Ohio, and set the dates as Sept. 6-7. The junior championships will be sailed some time in August at the Bay Head (N. J.) Yacht Club. Two new regattas have been sanctioned by the governing board: an Atlantic Coast championship to be held in August by the Monmouth Boat Club of Red Bank, N. J., and a Florida state championship to be sailed at Daytona Beach, Fla., May 11, under the auspices of the Halifax Sailing Association.

The Jets have chartered new fleets at Webster Lake (Mass.), Monmouth Boat Club (Red Bank, N. J.), Beechwood (N. J.) and Daytona Beach (Fla.) Additional fleets are being formed in Littleton, Colo., and Louisville, Ky.

STATZELL HEADS SOUTH JERSEY Y.R.A.

Harlan Statzell, of Drexel Hill, Pa., has been elected president of the South Jersey Yacht Racing Association for 1958. Other officers are William H. Horn, Bryn Mawr, Pa., vice president; E. C. Fay jr., Philadelphia, secretary and delegate to the N.A.Y.R.U., and Hugh J. Clark, Philadelphia, treasurer.

The association's regatta schedule:

June 7-8, Crest Sound regatta, Stone Harbor; Comets only.

July 19-20, Wildwood; 26-27, Margate (includes Middle Atlantic Moth championship); 26-27, Seaside Park, Jersey Coast Comet championships.

August 2-3, Sea Isle; 2-3, Stone Harbor, Comet territorial eliminations; 2-3, Harbor Sailing Club, Cape May, junior Moths only; 9-10, Avalon; 16-17, Brigantine, SJYRA Lightning championships; 16-17, Stone Harbor, South Jersey Comet and Moth championships; 23-24, Ocean City, South Jersey Comet and Moth championships.

Sept. 5-8, Comet Internationals at Little Egg Harbor; 7-6, Margate, fall regatta for Comets, Moths, Lightnings.

(*Continued on page* 178)



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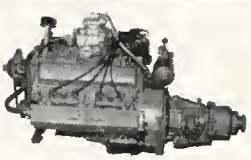
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By F. KEREK SHECKTOR

Rear Commander, United States Power Squadrons

THE 44th annual meeting of the United States Power Squadrons in New York in January was an unqualified success.

Here's a quick summary of what the USPS conference was like: An exhibit of teaching aids from all over the country, two Governing Board meetings, an annual meeting to elect national officers and to hear annual reports from department heads.

Also an election of a national committee chairman, chartering of two new squadrons, (for a total of 237), half a dozen committee meetings, an Executive Department program, an Educational Department program, adoption of revised USPS By-Laws, and considerable other business, and innumerable private parties to renew old friendships.

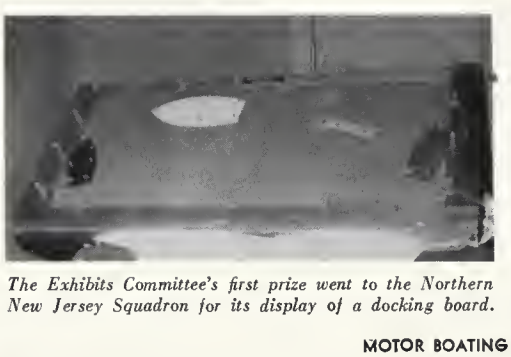
The two new squadrons are Saddle River Squadron, assigned to District 4, Commander Raymond B. Grignon, Ridgewood, N. J., and Swiftwater Squadron, assigned to District 6, Commander David Roughead, Kenmore, N. Y.

Important new elections and appointments included: Robert J. Cowen, Northern New Jersey Squadron, Staff Commander and Assistant Editor, *The Ensign*; Philip G. Baker, Seattle Squadron, USPS Chaplain; Robert T. Schmidt, South Shore, Flag Lieutenant; K. Presbey Bliss, Little Neck Bay Squadron, Aide to Chief Commander; C. B. Chiperfield, Santa Barbara Squadron, Aide to Chief Commander; Harold W. Haedrich, Brooklyn Squadron, Aide to Chief Commander.

Also, Arthur G. Steinmetz, New York Squadron, Aide to Chief Commander assigned to Executive Officer; Harlan S. DeVoe, Northern New Jersey Squadron, Aide to Chief Commander assigned to Administrative Officer; William C. Wolfmuller, Bayside Squadron, Rear Commander and Chairman Committee on Nominations; Maclean Kirkwood, Brooklyn Squadron, Rear Commander and Chairman Committee on Advanced Grades (a new post); Matthias F. Reese, Jr., Patapsco River Squadron, Rear Commander and Chairman, Committee on Seamanship; Charles W. Gillies, North River Squadron, Rear Commander and Chairman Committee on Junior Navigation.

Also Herbert Talboys, New York Squadron, Rear Commander and Chairman Committee on Navigation; Curtis Bok, Delaware River Squadron, Staff Commander and Chairman, Sail Course Committee; Charles M. Bradley, Absecon Island Squadron, Staff Commander and Chairman Administration Committee.

At long last, USPS has purchased its own land and head-



The Exhibits Committee's first prize went to the Northern New Jersey Squadron for its display of a docking board.



The LYMAN '58 Clinker-Built Fleet!

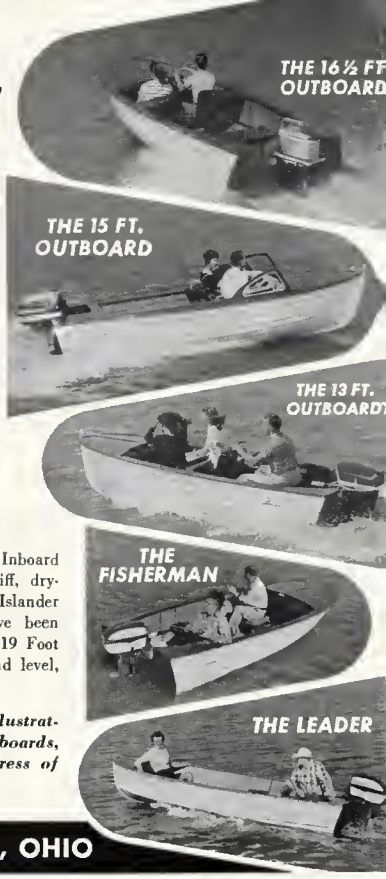
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quarters office building. Still located in Englewood, N. J., the new address of USPS soon after renovation will be 96 West Street instead of 9 W. Demarest Avenue. The two-story building is built of brick and the plot has plenty of room for future expansion.

The Exhibits Committee's first prize was won by Northern New Jersey Squadron for its docking board. Honorable mentions went to Bronx, Daytona Beach, Hempstead Bay, New York, and (special) Detroit Squadron. The N Club Award for proficiency in advanced grades went to San Francisco Squadron, with Mobile and Grosse Pointe Squadrons trailing closely.

One of Chief Commander William C. Wolfmuller's last official acts was the awarding of gold life membership cards to two 25-year Merit Mark holders: Past Cdr. William Smith, Staten Island Squadron, and Elliot Stevens, now residing in Bermuda.



Honorable mention was awarded by the Exhibits Committee to Hempstead Power Squadron for its celestial Co-ordinator.

According to the USPS Educational Department, various Squadrons ordered a total of 52,528 Student Sets for the free Piloting courses during 1956-57, almost twice the 30,986 which were ordered during 1954-55. Comparing the same periods, 27,652 Piloting examination papers were ordered from national headquarters in 1956-57, and about half that number, 16,997, in 1954-55.

Seven members of Lakeland Squadron took part in the lake patrol activities headed by Patrol Master Jack K. Brown, First Lieutenant of the Squadron. Brown reports tbat 13 men devoted more than 500 hours to patrolling the waters, resulting in a season witbout accidents! Lakeland Squadron was started only three years ago, with only outboard enthusiasts among the 11 charter members. Membership now exceeds 50.

Miami Squadron bas finally expanded its classes outside the metropolitan area, with the organizing of a Piloting class in the Hialeah-Miami Springs area.

Hard to believe is a report published in *The Watch Below,* publication of Dallas Squadron, which says that Texas now has 286,000 boats compared to only 255,000 horses! At present, one out of eight Texas families owns a boat. All of which points to the big educational job ahead for Texas Squadrons.

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A LOOK AT THE BOAT SHOW

(Continued from page 62)



Steeped in Literature: Will Corry, a struggling young actor, found time to discover that there were 876 *pieces of literature available to each visitor at the* 1958 *National Motor Boat Show. He estimated, moreover, that* 15,000 *copies of each piece of literature was given out totalling* 13,140,000.

precipitation, let us mention a few of the things which made the show so dazzling to the average visitor, so disturbing to the conventionalist, so interesting to trend-seekers.

For one thing, it was impossible to escape the impression that the current crop of inboard and outboard runabout designers had sold their nautical birthright for a mess of automotive gee-gaws. Abandoning all pretense of originality and throwing practicality overboard, they had openly plagiarized such Detroit excesses as towering tail fins; triple-tiered back-up, directional and tail lights; multiple exhaust pipes; boudoir and cocktail lounge upholstery and over-sized power plants, and achieved the most bizarre results.

Pehr Sparre, a practicing seafarer from Essex-on-the-Connecticut, summed it up neatly in a talk before the Cruising Club of America on Thursday of Show Week: "Never before," he said, "have there been so many wheel-less automobiles under one roof except on a Detroit assembly line."

He might have added that never before had a National Motor Boat Show been the background for such a numerous and bewildering array of presentations, the setting for so many give-aways, the vehicle for so many publicity stunts, and, conversely, the medium for displaying so many worthwhile developments of value to the boating clan.

Every time you turned around someone was receiving a plaque, a scroll, a cup, or certificate for everything from driving a speedboat at 100 mph to running a successful marina. Some of the awards had substance and distinction. Others were merely transparent excuses for getting on the hally-hoo bandwagon that rolls along with the show. The wagon was overcrowded.

The scent of the midway was more than noticeable in the show itself. By guessing the number of jellybeans in a glass jar you could win a gold charm bracelet from a marine insurance broker. By spinning a wheel and performing similar feats of skill you could win a television set from an oil company. Merely by writing your name on a form and dropping it into a basket you could win a racing sailboat, a lapstrake runabout, or a combination of sailing dinghy, trailer and foreign sports car. A pitchman on the fourth floor unblushingly told listeners of a great scientific discovery made by his boatbuilding company—a discovery made years ago by smarter engineers who discarded it as inefficient—running an outboard

engine through a well let and into the cockpit of a runabout.

Around the edges, press agents had a merry time with such projects as dragging a couple of water skiers around Manbattan Island—in January, mind you—behind an outboard as a preliminary to their wedding, and launching from the show a two-man expedition which proposes to circumnavigate North America in a small wooden, outboard-powered open boat.

Lest you get the impression that the lunatic fringe and the disciples of P. T. Barnum were completely in control, let us hasten to point out that behind all of the pastel-tinted, motorized bathtubs and the facade of strictly eye-catching conversation pieces, there was much worthwhile, plenty of real solid stuff, in the exposition.

Three trends were there for all to see:

1. Fiberglass reinforced plastics have come into their own as boatbuilding materials. (More units among the 502 boats on display were fashioned of fiberglass than of any other form of construction.)

2. As in automobiles, engine horsepower is climbing. (V-8 inboard models in the 285-325 hp range were common. All of the major outboard companies are up to 50 hp in their new engines and one company has a motor rated at 70 hp.)

3. Foreign boatbuilders and engine manufacturers are working harder than ever to get a piece of the Yankee boating dollar. (All of the Scandinavian countries, Holland, Great Britain, Japan and West Germany were aggressively represented.)

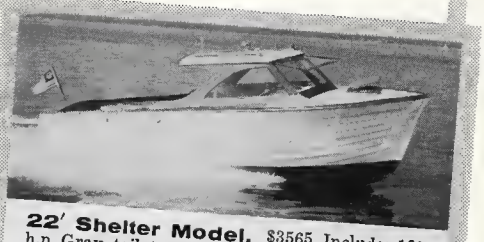
Fiberglass seems to have made moreprogress among the sailing auxiliaries than it has in the cruiser category. With the exception of the 40′ Luders cruising sloop, which itself is a departure from the conventional in that it has a special, laminated, heat-cured shell of mahogany plies, the most impressive wind-driven vessels were all built of fiberglass reinforced resins.

The 41′ Bounty Class sloop which made her debut at the 1957 show before she was really finished, was back again; this time resplendently Bristol fashion and so much better a production all around that her builders were snowed under with buyers' inquiries. Other examples of what can be done with fiberglass and resin in the fashioning of a wholesome, well-conceived, low-maintenance cruising auxiliary were Cape Cod's 23′ Marlin, American Boat Building Corporation's 22′ Sea Sprite and the 25′ New Horizons prototype which Ray Greene hustled to completion just in time for the show and undoubtedly will polish up later. (*Continued on next page*)



The six top newspapers in 1957 *Boating's Golden Award judging for promotion of recreational boating receivcd awards, sponsored by the National Association of Engine and Boat Manufacturers, at the National Motor Boat Show. Accepting them were (L to R), Edward T. Knobloch, Daily Telegram, Temple, Texas; T. T. Gore, Daily News, Fort Lauderdale, Fla.; George E. Akerson, Herald-Traveler, Boston, Mass.; James W. Peaslee, St. Joseph, Mich., chairman of the board of judges for Boating's Golden Awards and publisher of The Boating Industry; William B. Clark, Hour, Norwalk, Conn.; Ben Reddick, News-Press, Newport Harbor, Cal.; Thomas E. Johnson, Sentinel, Milwaukee, Wis.*

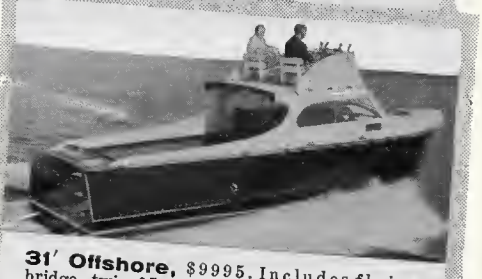
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Fiberglass was as common among the smaller one-design sailboats and dingbies as it was among outboard runabouts and utility craft. The swing toward this material now seems well established. Of the 502 hulls of all kinds in the show, 129 were fiberglass, 121 sheet plywood, 90 lapstrake, 86 aluminum, 35 molded plywood, 33 smooth planked, 4 steel and 4 of rubber, canvas, or patented material.

These figures reveal a gain over 1957 of 7.7 per cent for fiberglass, 5.1 per cent for sheet plywood and a decline for all other categories. This is rather a clear reflection of the fact that these materials lend themselves readily to mass production methods, an important factor in today's highly competitive, price-conscious boat market.

The cruiser division, particularly that section of it devoted to yachts of 30′ and upwards in overall length, is still holding the fort in carvel construction and fine joiner work. Wheeler's 46′ motor yacht, "Queen" of the show again; the tastefully appointed and nicely thought out Matthews, and the larger Richardson were drawing their usual throngs of appreciative oh-ers and ah-ers. Owens brought out a 25-footer with a layout by industrial designer Raymond Loewy and the result was an interesting example of modern space utilization, of lighting and ventilation in a small express cruiser.

Cruis-Along, for years an advocate of batten-seam construction and a specialist in quick, able, well laid-out small family cruisers, presented its largest and yachtiest model ever: a 31-footer of smart appearance, sensible power and a below decks layout offering the maximum of convenience and elbow room for a cruising party of four, and less than that for six.

Not all of the eyes in the runabout department were focused on Evinrude's annual conversation piece—this time it was a super-super-de luxe water station wagon—or on Century's experimental push-button runabout with automatic transmission, electrically-operated fighter aircraft type "greenhouse," and other Detroit innovations calculated to irritate Ted Hewitt's father and severest critic.

After they had taken in these sights and the glossy, glamorous Bell Boy runabouts from the Pacific Coast, they turned to more restful subjects: the Old Town, Lyman, Thompson and other established versions of wholesome, utilitarian and seaworthy Seabright dory and Jersey sea skiff. Judging by the number of these plain, solid-looking lapstrake runabouts and fishing cruisers in the show, and their popularity among the visitors, there is still a good demand for this type. Everyone wasn't buying chrome-trimmed, plastic juke boxes.

Variations of Longshore Fisherman

Variations on the American 'longshore fisherman comprised most of the Scandinavian offerings: rugged, salty-looking, nicely-built lapstrake boats at attractive prices. Through a New England syndicate, Japan was represented by a 30′ cruiser that suffered by comparison with the superior finish and joiner work of its American neighbors. England offered at the eyebrow-lifting price of $1,997, a 17′ cruising sloop rigged for outboard auxiliary power. A lot of economies must have been worked out to produce a keel boat, fully equipped, for that money. One of the savings was obvious—a total absence of turnbuckles for adjusting the diamond stays on the mast, which is stepped on the cabin trunk and supported by an iron post erected on the keel.

Outboard engines are getting bigger, heavier and more powerful as outboard runabouts and cruisers are becoming beamier, deeper and heavier. Or vice versa, depending on whether you are an engine manufacturer or a boatbuilder. One says he has to produce beefier engines to drive beefed-up boats; the other allows as how he has to build bigger boats to handle the increased power.

It doesn't mater very much which came first, the chicken or the egg, because everyone seems to be happy and prosperous. This is particularly so of machinists who have capitalized on the situation by building dollies and mobile davit arrangements for the handling of outboard engines which are now well beyond the hand-carry size. And don't forget the oil companies. They're all set for a very big year. Big engines have big gasoline appetites.

PERSPECTIVES

(*Continued from page 62*)

THERE WAS A REAL FUNNY THING that happened. A lady let out a shriek of horror. One of the booths was offering a prize to the person who came closest to guessing the right amount of jelly beans in the jar. It drew lots of people. Some took a wild stab in the dark. Others figured the space inside the jar in cubic inches and attempted to calculate the number of beans it would take to fill that space. Maybe others found themselves just such a jar and filled it with jelly beans taking a total. But all of it couldn't've helped very much because of the youngster with the stubby fingers and sailorboy collar. He ambled up to the jar, reached in, pulled out a fistful of jelly beans and innocently proceeded to eat them, unobserved. Until the lady running the booth saw what was happening . . . and that's when she started the scream.

THEY WERE JAMMING in around our counter, buying, browsing, busily shuffling through the pages of magazines, books, booklets. We pushed to meet the pace. Somebody from the moving wall of customers that lined the booth asked, "Mister, yuh got anything on sailboats?" Ev Morris turned to the voice. "Sure. Here, step over here away from the crowd." And they talked for awhile, the kid and his two friends and Ev. They talked about boats. And the sea. And sailing. "No, I don't own a sailboat yet but I'm gonna get one real soon fersure," the little one said. Ev wrote his own name and phone number on a slip of paper. "When you've got any problems and when you're ready to buy a boat, you call me," Ev said. And the kid and his two friends walked away holding the sailing book with one hand and clutching the slip of paper with the other.

ONE OF THE MORE PERCEPTIVE boat representatives came up to the booth to visit for a couple of minutes. I said one of the more perceptive ones because he had the crowd down pat. "There's three kinds of people," he explained, "that come to look at the boats. The window-knockers—the ones that go around the boat knocking on the windows. There's nobody inside the boat but they just continue to knock on the windows." I nodded. "The hull-rappers," he continued. "They're the ones who go alongside the boat and rap on the hull. They check the sound, then rap some more, then walk away nodding their head or clucking their tongue." "What about the hull-thumbers?" I volunteered. "They're related to the hull-rappers," he said, "only a little more experienced in their approach. They go around pressing their thumb against the hull." "To see if it'll go through?" I wise-cracked. "Who knows why!" he said. "What's the other category?" I asked. "The strangest of all," he said. "The transom-patters. Everytime they pass a transom they have to pat it." "An equivalent to the landlubberly fanny-tapper," I suggested. "Maybe so," he laughed.

Later, I looked very carefully at the crowd that came to examine the boats. I broke them down into categories of my own and came up with: Window-knockers, Hull-rappers, Hull-thumbers and Transom-patters. Yeah, he was a pretty perceptive guy!

ONE AFTERNOON, a kid who looked about six got lost. He was wearing a tweed sport jacket and an ivy league peaked-cap and he was carrying a blue-and-white shopping bag crammed with free literature he had collected. It all happened in a moment. He looked around and his mother wasn't there. His face went white. He screamed for her, crying, trying to grab his breath. And you knew from the yell that a small kid with an ivy league peaked-cap was no match for ten tons of moving people. Not without his mom, anyhow. But she spotted him swiftly. He dropped the blue-and-white shopping bag and flew into her arms. She cradled him to her bosom and he sobbed without stopping. I turned to the girl who had been standing next to me, watching: "Maureen, didja see what—" and stopped because there on her cheeks were tears. She was crying too, and the kid had found his mom and maybe the world was going to be all right.

(*Continued on next page*)

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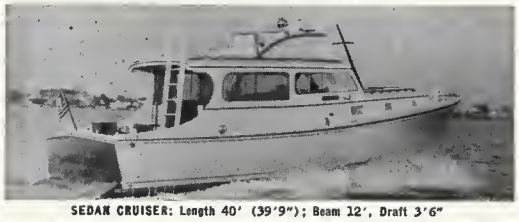
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Southern Waters Representative: William G. Hobbs, 205 Sixth St., West Palm Beach, Fla.

A CLERGYMAN CAME UP to the booth. He had a problem, he told John Atkin, a real problem. "I have a cruiser," he explained, "but I can never get the engine started." Johnny listened. "I have a friend, though," the minister continued, "who can start it at the first try. And you know—I've always wondered what he says just before he starts it!"

"THERE'S A FELLOW OVER HERE," one of the boys said, "who wants to know about building a catamaran." "Fine," I said, and walked over to see what I could do.

He was an elderly man, with a soiled sweatshirt beneath a black, open overcoat, and large hands that rested heavily on the stacks of books. He leaned forward far over the counter and cocked his head to one side as if he were going to whisper a secret. "Look," he said, loud enough so that I had to back up, "I'm a subscriber to MoToR BoatinG. Been reading it for years. Before you were born, sonny."

"Well, that's fine sir. I understand you wanted—"

"Never missed an issue. Fine magazine. Has many good things. The missus reads it too. Fine magazine."

"Well, thank's again. I'm really pleased to—"

"And the children. They tear out the pictures, you know."

"No?"

"Oh, yeah. Tear 'em out and paste it in their book. Book's this thick," he gestured with his hands. "We used to read the other boating magazines. Gave them up. This is the only one we get now. Me and the missus."

"And the children," I added.

"And the children. They cut out the pictures. Paste them in a book. Yes sir, we love boats. Got a little one of our own, you know. Well, I gotta go now, sonny. Stick to it. Fine magazine."

It was that way from inside MoToR BoatinG's booth. Interesting. And maybe that fellow will come back to ask about building a catamaran, after all.



H. A. Brund & Assoc.

Coliseum "V.I.P." awards for outstanding contributions to the recreational boating industry in 1957 were presented at the National Motor Boat Show to John W. Mulford (second from right), Detroit, chairman of the show committee, National Association of Engine and Boat Manufacturers, and Joseph E. Choate (second from left), show manager. Making the presentations were A. Smadbeck (R), president and H. Sloane (L), director of the Coliseum Exhibit Corp.

YEAR BOOK AVAILABLE

The 1957-58 edition of the "The West Indies & Caribbean Year Book" is now available from Thomas Skinner & Co. Publishers Ltd., 111 Broadway, N. Y., N. Y., for the price of $11.00, postpaid. This, the 29th consecutive annual issue, has been fully revised, reflecting all phases of development in the Caribbean area, thus serving as a reference to the historical, geographical, economic, commercial and social aspects of the territory.



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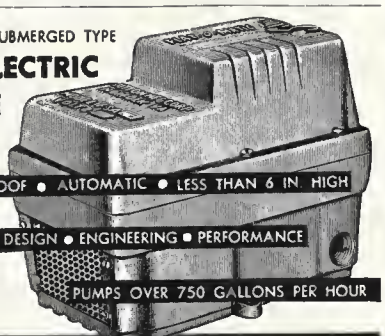
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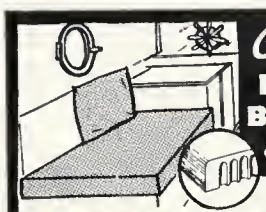
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The Question in the sail lofts is

TO TAPE OR NOT TO TAPE

THE New England sailmaker whose experiments and field tests with dacron tape as a substitute for conventional wire and rope in the luff and foot of a dacron sail led him to conclude—in print—that the tape enabled him to produce a stronger, more stable, better setting sail, has aroused controversy in the sailmaking lodge.

Some of his City Island brethren are admittedly upset over what they regard as heresy on the part of the inventive Yankee. "It just can't be," is the gist of what they are saying. One of them, Charley Ulmer, the peppery little head of Charles Ulmer Inc., was so disturbed over the situation that he took his typewriter in hand and wrote for his clientele the following dissent to the "tape in the thing" decision of his Padanaram colleague, Ike Manchester Jr.;

"The fact that your mainsail is hand-roped and your jib has stainless steel wire, coated, is not an ingenious way of making your sails more costly or complicated, but the result of years of experience in making the strongest and most dependable sails which will not fail under conditions not ordinarily encountered while racing or cruising.

"Three-strand dacron rope has unbelievable strength, but, more important, it has the resiliency to control the draft in your sail for maximum efficiency in varying wind conditions when properly marked-in and hand-sewn according to prescribed formulae based on actual tests of relative stretch of rope and fabric. This resiliency will take the shock of a sudden knock-down off the fixed stability of the dacron cloth much as a shock absorber works in your car, and the three separate rope strands absorb the impact gradually because of its construction.

"The fact that a finished, hand-roped sail is drawn or puckered along the rope before being set on the spars is proof that draft has been roped into the sail and that this draft is controlled hy the rope, where it has been estimated to be most beneficial. When your sail is sewn to rope, the heavy hand-twine stitches are buried in and protected to a certain extent by the rope, but if machine-sewn to folds of dacron they are exposed and open to chafing against spars. The weakest part of dacron sails has been proven to be the machine stitching.

"Admittedly there is a great shortage of experienced sailmakers who can properly sew rope to dacron, and it is expedient for the manufacturer to devise new and less expensive ways of accomplishing a reasonahle facsimile of a proven factor. But make no mistake about it; it is not the same; it is a substitute but not a good one.

"As to wire versus cloth in the luff of jibs, we know of not one case of rust or corrosion since the wire manufacturers started to coat stainless steel at least two years ago. Wire not only gives strength to the sail, preventing it from sagging off so far as to destroy its effectiveness going to weather, but also adds stahility to the rig for which we consider folds of dacron cloth, machine-sewn, a poor substitute."

CALIFORNIA'S DELTA REGION

(*Continued from page 43*)



Sturdy river tugboats ply endlessly up and down the delta.

at his own risk amid primeval scenery. Channels twist snake-like under a bright green canopy of trees revealing, every so often, a camping area where small boats can be launched. Nearly every sheltered cove contained houseboats tied to trees.

Next morning we took the outboard upriver to visit Locke. No one had given us very definite directions so it was hours later, after many futile stops, much climbing of steep banks and crawling under old freight cars, and much hiking, that we finally found the village.

Locke had once been a Chinese settlement, roaring a century ago with gambling, opium dens and Tong wars. The community was originally built on stilts over the marshes with all the buildings three stories high. There are streets and sidewalks now, but the dwellings lean precariously, grayed with time and weather. The few Chinese we saw disappeared inside their doors when we approached and when it came to locating a good Chinese restaurant for lunch we had to return to Walnut Grove to find one.

It is always interesting to travelers like us to note how it takes but a few sincerely interested merchants to promote a town and give it character. Walnut Grove is typical: a handful of enthusiastic merchants led by Ferd Steiner, the Evinrude dealer, used their own time and money to install a permanent float and a big welcome sign for river tourists. Consequently, transients make it a point to stop there for food, entertainment and miscellaneous supplies, and the town prospers. At the other extreme there are a few places we encountered which offer little or nothing in the way of accommodations or facilities, and whose merchants can't be annoyed with tourists.

Back aboard, a couple "hoo-hooed" to us from a 16′ runabout. They'd noticed that Monsoon's hailing port was Newport, California, so came alongside to tell us that Newport was their home and that they had trailered their outboard up to the delta to sample boating life on the rivers. This was Enid and Larry Boothe, who had already spent over a week in the river country and were most enthusiastic about it. Sacramento Yacht Club was next on our itinerary and because the Boothes were heading that way, too, we towed their runabout along with ours and had them aboard Monsoon II for that stage of the cruise, a two-hour run upriver.

We found the club, a modern two-story structure built on a float with access either to water or to the highway above, to be most hospitable.

We took the tender upriver the next day to see our friend, George Ramsey, who owns the 146′ Shark, and whom we are likely to meet anywhere on the coast from Mexico to the Pacific northwest. George and his wife make their home aboard Shark alongside their riverside property about two miles north of town. He had invited us to call and bring any laundry we might have to run through his washing machine, a service we much appreciated.

When we returned to Monsoon that evening we found a tiger cat asleep in Phyllis' favorite chair. These river cats... !

(*Continued on next page*)



The "Navigator" panel

Safe cruising depends on positive engine performance—which, in turn, depends on trustworthy instruments. Mounted in the Stewart-Warner "Navigator" panel are five sensitive instruments that give you a dependable register of engine performance. They are a tachometer and ammeter, plus oil temperature, oil pressure and water temperature gauges—or any other combination of instruments you want. More than half a century of experience assures precision engineering and rugged construction. Look to Stewart-Warner for *quality-built* marine engine instruments and panels.

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THE DELTA REGION

(*Continued from page* 155)

Thursday morning produced a driving rain. Our cruise guests had to return to Seattle so the Boothes came hy again and the four of us cruised down to Walnut Grove that afternoon. By four o'clock the rain had stopped so the Boothes gave us a ride in their fast runabout up Steamhoat Slough. Here was another scenic waterway, too shallow for Monsoon II and, like the "Evergrades," much more primitive than the dredged channels.

Between the river harges and the highway running through Walnut Grove, everyone seems to he on the move. Someone sitting next to Jack asked him: "You haulin' tomatoes, too?" Jack, thinking of our two thirsty G.M. 671's replied: "No. I'm hauling diesel fuel on the river."

Head for Stockton

Friday morning we said goodhye to the Boothes and got under way for Stockton. We decided to take the Georgiana Slough and North Fork of the Mokelumne River as an interesting short cut to the San Joaquin River. This is a marginally shallow channel for a yacht of our draft hut with care and some hacking and filling at the sharper turns we fared well. At noon we stopped at the Delta Yacht Cluh in its heautiful setting of green lawns and tall poplar trees on the San Joaquin River only to find it deserted except for a dog caretaker. Apparently, it is open only on a limited hasis out of season.

We cruised on to Stockton, stopping at the Uptown Yacht Harhor, a splendid modern anchorage located practically in the heart of the city. Mr. and Mrs. Steve Kimhall operate this hasin and we were impressed with their dozens of covered slips for cruisers.

Jack and I took our dinghy for a tour of the harhor. We looked over Stephens Brothers Boat Works where our first Monsoon had heen huilt, toured the oceangoing tankers and freighters at anchor, then noticed a fine old yacht moored on the far side of the channel all hy herself. We were looking Virginia S. over trying to decide whether she was steam-powered when the owner appeared and invited us ahoard.

Case A Character

Said he: "I'm Tom Case and I'm warning you, I'm a character!" Proudly he showed us through his 50-year-old ship which he'd made his home for the last 20 years.

The engineroom was a mechanic's dream with a tremendous eight-cylinder Corliss gas engine which Tom has rigged to burn distillate. Every hit of hrass and copper was polished to a mirror finish. Later when dusk came, we had a glass of wine together in the teak-paneled lounge. Only

(*Continued* on *page* 158)

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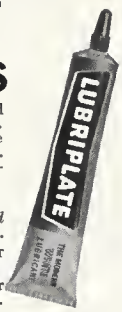


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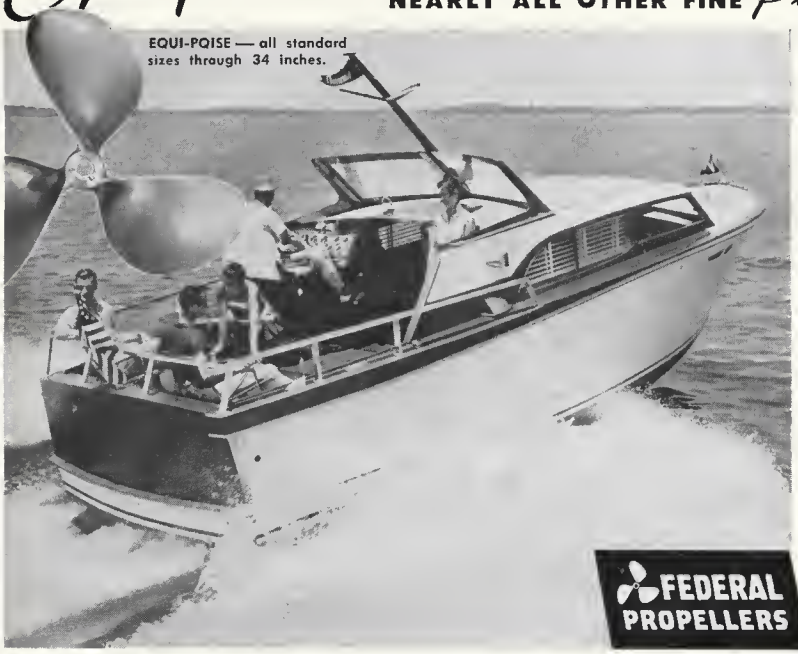
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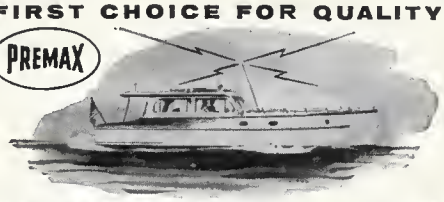
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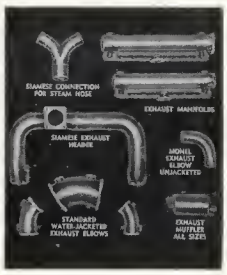
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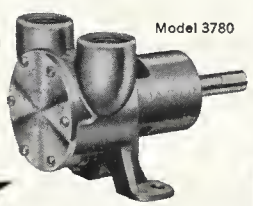
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a dim light glowed from the ornate ceiling chandelier. Somewhere in the shadows incense smoldered, lending an atmospheric backdrop to Tom's stories: how he had sailed with the old square-riggers, and spent days in the brig of a tramp somewhere off the Azores. Then he spoke disparagingly of today's marine journals with their accounts of the yachtsman's "easy cruising . . ."

Perhaps, I thought, it took more brawn in those days, and more brains in ours to go down to the sea in ships. Because we have the finest in navigational aids on Monsoon II, Jack and I alone operate a ship originally meant to be run by a good-sized crew. The sea and elements have not changed from the beginning of time, but in this age we have to know not only how to operate our labor-saving devices, but how to keep them functioning. So we probably could be just as lonely in our fight to save our ship in a blow as was Tom in his Cape Horn gales.

Tom joined us for dinner that night in Stockton. His conversation was stimulating, perhaps because of the differences in our viewpoints. Those who love the sea appreciate its basic challenges and share the bond of friendship it nurtures.

On Saturday, Gladys and Andy Anderson joined us aboard Monsoon II. They had driven to Stockton from their cruiser-home in San Pedro to spend a week with us in the delta. We took on fuel, then headed down the San Joaquin River toward Potato Slough where we had been invited by Commodore Jim Michaels of the St. Francis Yacht Club to join a group of his sailing friends. When we reached Potato Slough it was raining hard and a gusty southwester was blowing. We saw the Michaels' famous Baruna and five other sailing yachts huddled in the anchorage but postponed our visit until the weather was better.

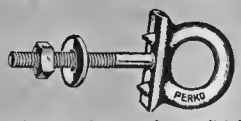
We continued to Grindstone Joe's via another winding channel where occasionally we would see a mast going along opposite us on what appeared to be land. Then we would reach a hairpin bend and have to go astern on one engine and ahead on the other in order to negotiate it. We marveled at boats sailing this serpentine maze. It was all we could do to motor through it.

It was 1630 when we maneuvered into one of the guest slips at Grindstone's, a private club to which we had been invited by its president, Herman Hogrefe, whom we'd met on a cruise in British Columbia. The club was formed by boat owners from San Francisco and nearby cities, and they have spent a great deal of money for piers, a swim float, barbecue patio and other conveniences. Even in the rain it was beautiful.

We were glad to be moored securely in a river that night. Thirty-knot winds drove rain onto us until mid-Sunday when we visited some of our neighbors in the anchorage. We were particularly interested in the houseboats of both inboard and outboard power persuasion. They were complete homes afloat, ideally suited, with their shallow draft, for river cruising.

Monday we left Grindstone Joe's, meandering down river under blue skies again; Potato Slough to the San Joaquin River, then through Three Mile Slough to the Sacramento River and up to Rio Vista. Another fine new float offers Rio

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Vista's visitors convenient mooring just a step from the business district. Rio Vista is over 100 years old but few of its original buildings are left. The city has kept up to date.

Thursday morning we left early to cruise on to Mare Island at Vallejo then up the Napa River. This was an entirely different type of scenery; low rolling hills and meadows bordering the river, dairy herds grazing in prosperous looking farmland. The Napa's channel was narrow here and although we carefully counted off the buoys and markers, we noticed with some consternation our depth finder indicator rising rapidly. We double-checked our position on the chart.

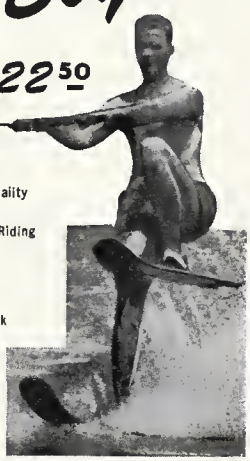
Then it happened! Just as the recorder showed nothing under our keel we stopped abruptly. How horribly embarrassing! We are veterans of ocean cruising equal to a distance of once and a half around the world and here we were stuck in the mud on the Napa River.

Well, at least we had obeyed the admonition of a river boatman who told us: "If you're going to run aground, be sure to do it at low tide." We consulted our tide tables and found we would have a three-hour wait for a chance to get off. Andy and Jack took an anchor out in the dinghy, running the cable aft to keep us from digging further into the silt. All there was to do then was wait. When the tide returned we hove up our stern anchor, backed Monsoon II slowly into mid-channel and turned south, back toward Mare Island, deciding we'd let someone else explore the upper reaches of Napa River.

Now it was October 18 and our last day in the delta. We did our ship's chores leisurely, wanting to make the time last as long as possible. Toward noon we cruised down into San Pablo Bay. We were impressed with the profusion of havens where one might live ashore with a full view of the ever-changing San Francisco Bay activity.

Then we entered San Francisco Bay, feeling the familiar swell beneath our keel, smelling the ocean salt once more and thinking of our impending journey home. We moored that night at St. Francis Yacht Club, the delta with its charming serenity behind, the sea and its unpredictability ahead.

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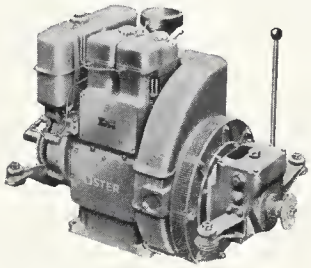
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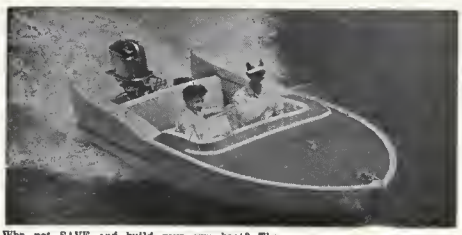
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WITH THE WINDJAMMERS

(Continued from page 51)

secretary and Dan M. Rugg Jr., treasurer. Governors of the class of 1959 are George B. Drake Jr., Harman Hawkins and John Parkinson Jr. Out of that roster of officers a fellow could organize for himself a pretty salty and highly competent deep water racing crew.

A SERIOUS ATTEMPT to revive interest in small boat sailing in the Daytona Beach area is being undertaken by the recently organized Halifax Sailing Association, whose commodore is Dr. W. W. Schildecker. The 35 charter members have already begun a series of handicap races open to boats of any class and sail area. From this start, the Association hopes to foster interest in one-design racing and it is looking further into the future by promoting a junior training program in Optimist prams.

The first class to be formed probably will be a fleet of Jet 14's, the first unit of this Snipe-rigged one-design International 14 hull in Florida. When a charter is received, a Florida state championship will be put on the program.

THE TEXAS CORINTHIAN YACHT CLUB at Houston is proceeding with plans for an International 5.5 Meter Class regatta next fall which it hopes will leave an indelible impression of Texas hospitality—and sailing ability—on yachtsmen who will be getting their first taste of Galveston Bay sailing.

The Houston club gets an opportunity to play host to the 5.5 clan through the activities at home and abroad last summer of one boat, Flame, and two skippers, Bobby Mosbacher and Albert Fay. Mosbacher brought the Scandinavian Gold Cup home from Hanko, Norway; Fay won the Giovanelli Cup abroad and the United States championship at Larchmont.

So all three fixtures will be on the line after the America's Cup furore has subsided up North. The Scandinavian Gold Cup will be raced for between September 30 and October 5; the U. S. championship October 6-10, and the Giovanelli Cup series the next three days.

Ernie Fay, who has had Sabre rebuilt—you will recall that she was severely damaged when a lifting sling let go and dropped her on the deck of a steamer in Bermuda last spring—is busy with regatta arrangements and getting his boat ready for eliminations to determine which U. S. yacht will defend



Photo by Agnew Fisher

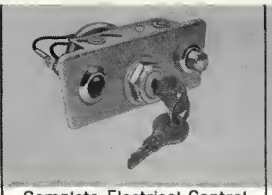
"Sails in the Sun's Path" is the title given to this study of the Indian Harbor Y.C. dinghy fleet making a windward start off the clubhouse on a clear, cold winter afternoon.



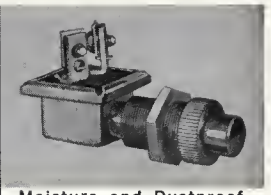
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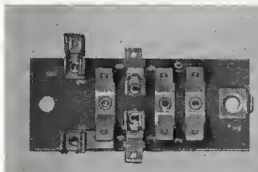
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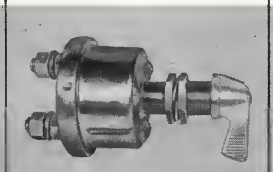
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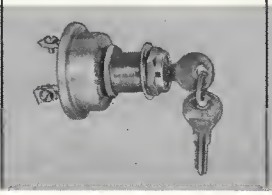
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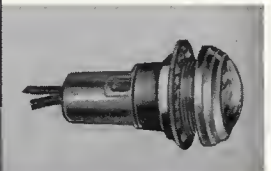
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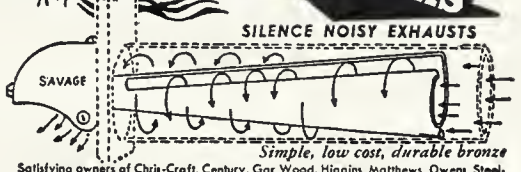
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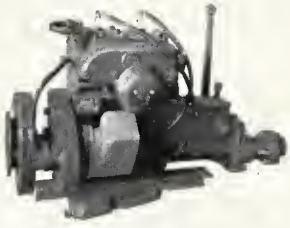
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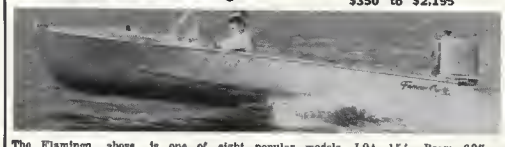
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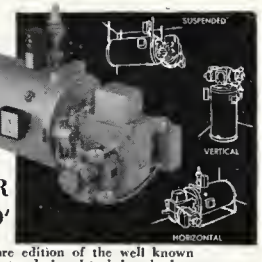
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which major trophy. He expects many Europeans to ship their boats to Texas after the various Scandinavian events are out of the way. Hence the October dates.

YOU NASTY OLD SAILBOATERS, you. What do you mean by taking advantage of those nice, courteous motorboats? You've upset them to the point where they are adopting resolutions, calling on the Coast Guard for help and all sorts of things. No kidding.

An organization of salty old mariners which calls itself the National Boating Association and has its headquarters in the famous port of Minneapolis, Minn., is on record "urging all amateur boatmen to support," among other recommendations, one demanding "more rigid control for sailboats, which have been taking too much advantage of the courtesy of the waterways . . .".

Isn't there some old saw about people living in glass houses toying with the idea of throwing rocks?

THE DEED OF GIFT for the Manbasset Bay Challenge Cup, a trophy put into competition 55 years ago "for the promotion of small yacht racing and the development of amateur seamanship," has been revised by the donor club in the interest of improving conditions under which races for the old mug are held.

Originally, matches for the cup were "limited to yachts propelled by sail only whose racing measurement does not exceed 27' rating measurement." The new version gets away from the obsolescent if not obsolete rating requirement by stating the size as "not less than 18' waterline."

The other important revision insures changes of scenery and medium now and then by stating that "matches for the cup shall not be sailed in the same class boat for more than three consecutive series. Likewise, the series shall not be sailed in the same waters for more than three consecutive series."

Since the competition was resumed after World War II, all of the races have been sailed in Two-Tens and all but one of them have been held at Cohasset and Marblehead on account of the Two-Ten sailors down that way seem to be so much better than the challengers from Long Island Sound, only one of whom ever broke the Cohasset-Pleon-Boston-Eastern-Corinthian monopoly.

The cup is presently held by the Pleon Y.C., the junior sailing organization for whom John Adams won the prize in 1956, and defended it last year.

MORE DATES for the ocean racing calendar. Rafael Posso, life commodore of the Habana Yacht Club, and Henry B. duPont, commodore of the Cruising Club of America, have worked out preliminary plans for a race from the Cuban capital to Newport late in May of 1960 as a way of getting boats up North for the Bermuda race. Then, after the race to the Onion Patch, there will be a little jaunt across the Atlantic to Gothenburg, Sweden, to help the Royal Gothenburg Y.C. celebrate an anniversary.

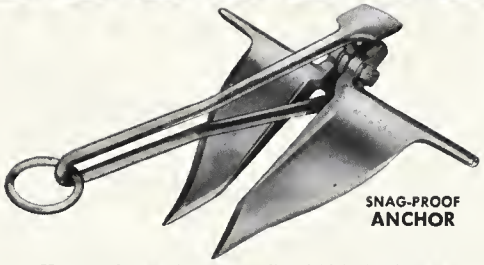
Incidentally, circulars for the 1958 race to Bermuda from Narragansett Bay have been in the mail for a few days. The conditions show nothing particularly new except a more clearly defined finish line off St. David's Head and provisions for making Northeast Breaker, Kitchen Shoals and Mills Breaker buoys (all of which will be lighted) marks of the course when approaching the finish from the northward. No more cutting, by design or otherwise, across the reefs on the way in to the finish line, the offshore end of which also will be marked by a buoy.

The gentlemen who took advantage of a loophole in the C.C.A. rule of measurement to improve their ratings by using big, wide headboards in their mainsails—approximating the short, curved gaffs of the Dutch sailing craft—are hereby informed that the rulemakers have caught up with them, at least temporarily. The rule has been changed, effective for the 1958 Bermuda race, limiting the size of headboards.

Dates have been fixed for the Cruising Club's annual cruise, too, and they are such that those who are so minded—and are eligible, of course—can go right from these peregrinations into the cruise of the New York Y.C. squadron. The C.C.A. cruise

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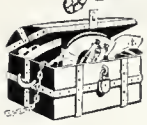
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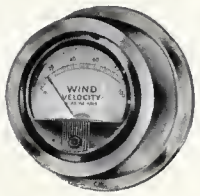
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disbands at Newport, R. I., August 1, and the N.Y.Y.C. fleet is due there from New London the next day.

The C.A.A. fleet will rendezvous at Block Island on July 21, at Hadleys Harhor July 23, Nantucket the 26th, Marion the 30th and Newport on the first of August. John B. Bindloss, of Stonington, Conn., heads the cruise committee this year.

THE UNITED STATES MERCHANT MARINE Academy at Kings Point, L.I., which has a fleet of racing dinghies for frostbiting, hut has to horrow from the Naval Academy when its cadets get the urge to go ocean racing, now, happily, has not one hut two cruising auxiliary yachts.

Clarence A. Warden jr., of the New Bedford Y.C., presented to the Academy his 58′ Alden ketch Minots Light, shipshape and Bristol fashion and ready to go anywhere. Jakob (Pete) Isbrandtsen, the young shipping company head, turned over the yawl-rigged N.Y.Y.C. "32" Icefire along with a fund for her maintenance. One or hoth of these fine vessels will he in the Bermuda fleet in June, no new experience for either.

Incidentally it now seems quite certain that there will be four British entries in the Bermuda fixture: Max Aitken's Drumbeat, G. P. Pattinson's Uomie, K. Adlard Coles' Cohoe III and a new boat heing huilt for Tom Steele, who will have Captain John Illingworth as sailing master.

Sweden's most active ocean racer of recent years, Sven Frissell's 52′ Sparkman & Stephens-design yawl Kay, will he flying a new flag if she enters. She is now owned by Wells Morss, commodore of the Eastern Y.C.

MACHINERY FOR FINANCING United States Olympic and Pan-American yachting efforts is now ready to function. Tbe formal fund-raising organization for these projects, the United States International Sailing Association, with headquarters in New York City, has heen granted an absolute charter hy the Board of Regents of the State of New York.

Henry S. Morgan, who led the Olympic hat passers through their organization tbroes, is one of the first trustees of the Association. Others are J. Amory Jeffries, president of the N.A.Y.R.U.; Rohert N. Bavier jr., corresponding secretary of the N.A.Y.R.U.; George E. Roosevelt, long time official of that and other top flight yachting organizations, and James M. Trenary, head of the N.A.Y.R.U. Olympic committee.

The ohjects of the Association, as outlined hy Commodore Morgan at the N.A.Y.R.U. annual meeting include "the collection of funds and the fostering of action on a continuing hasis looking toward United States participation in the yachting events of the Olympic and Pan-American games." If enough money is found, the Association may provide hoats for pre-Olympic trials and defray some of the expenses of contestants in the games.

Olympic sailing dates have heen set as 25 August to 11 Septemher and the regatta will he held at Naples. Each of the five classes selected for the games (5.5 meters, Dragons, Stars, Flying Dutchmen and Finn monotypes) will he asked to suhmit to the Trenary committee its plan for selecting a U. S. representative.

The Pan-American games are scheduled for Chicago, 17 August-7 September 1959, and, out of deference to the nature of yachting fleets in Central and South American countries, the program calls for racing in the Star, Lightning, Flying Dutchman, Snipe and Finn classes with the possihility that the Dragons may he added if enough of them can he assemhled in the Chicago area to loan to guest countries.

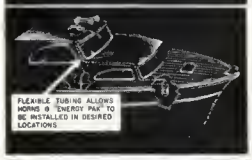
NO ONE HAS YET TAKEN UP Commodore deCoursey Fales' challenge to "stop talking about Nina and huild a schooner that can beat her," but there are those who love less pretentious two-stickers enough to build them or huy them.

Roger Neidlinger, the Navy's hydrographic officer at Omaha Beach in the Normandy invasion, former commodore of the Cedar Point (Conn.) Y.C. and now a resident of Wickford, R.I., is huilding at Bert Snow's yard in Rockland, Me., a 30′, two-masted, gaff-rigged schooner from designs by V. B. Crockett, of Camden, Me. The Neidlinger hoat is a twin of Nimhle,

(*Continued on page* 166)









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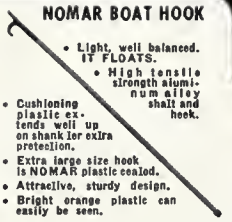
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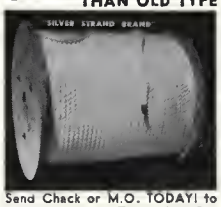
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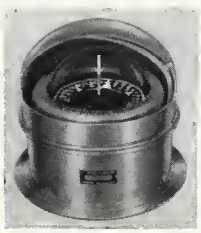
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launched last year for William Cornell, of Beverly Farms, Mass., and will be named Bartholomew Gosnold for the discoverer of Cuttyhunk.

Pehr Sparre, the bearded sage of Essex, who has been on the beach since he sold the ocean-going ketch Arabella, will be afloat again this summer. He has bought from Malcolm Bullivant of the Beverly Y.C., Marion, Mass., the 36′ Roue-designed schooner Glad Tidings, a sort of miniature Bluenose built in 1937 by Pierce & Kilburn in Fairhaven, Mass.

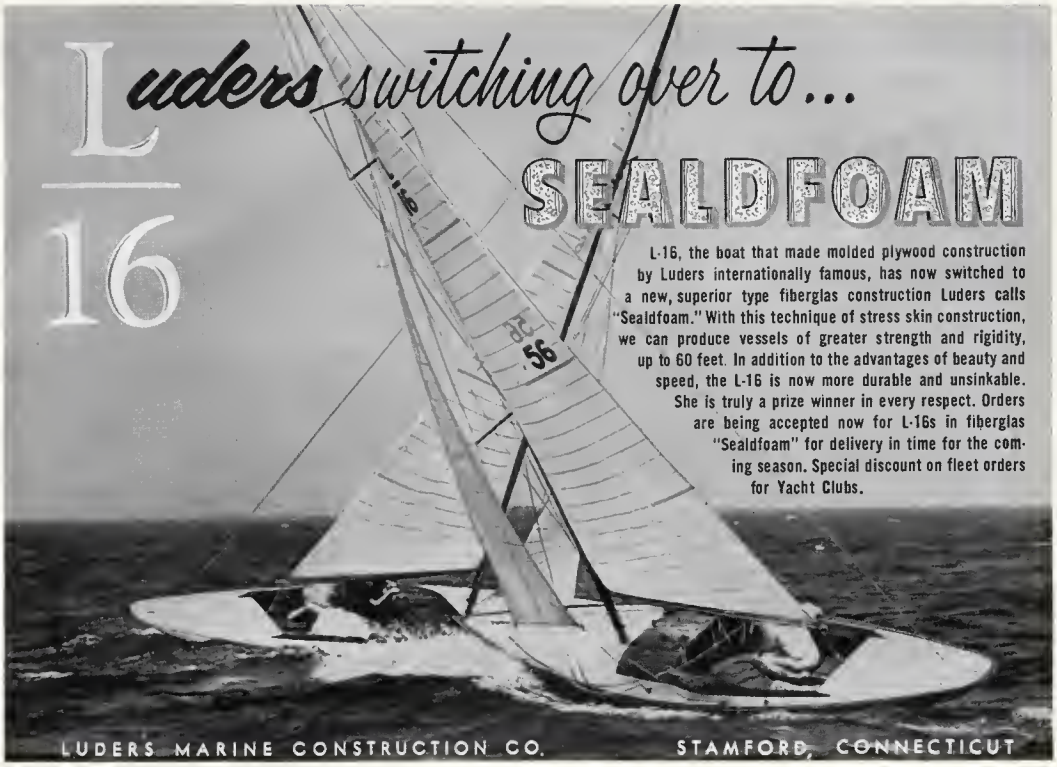
THE AMPHIBI-CON ASSOCIATION, the trail-and-sail clan which appears to get an inordinate amount of fun out of the Cy Hamlin-Farnham Butler creation, will hold its annual championship regatta and rendezvous this year at South Freeport, down Casco Bay way in Maine. The dates are August 1-2 and the idea is to launch one's boat somewhere Down East and then cruise to South Freeport.

Dr. William A. Dickson, owner of Inchcape, No. 34 on the roster of the 25′ Controversy types, has succeeded the class bell wether, Chuck Angle, as president. The new vice prexy is Dr. James A. Field jr., and the secretary-treasurer George Howland. Regional vice presidents are Dr. Elhan A. Sims, New England; Michael Jackson, Long Island Sound; Francis A. Lewis, Delaware Bay; Leonard C. Rennie, who also edits a newsy newsletter, Chesapeake Bay; Dr. Don Cohran jr., Florida and Gulf; Dr. R. W. Byrne, Western Great Lakes, and Keith S. Macey, Eastern Great Lakes.

A year hook committee headed by the retiring president plans to compile a manual for the home builder.

FOUR FIRSTS AND A SECOND in five races gave Harold Balcolm, of Tampa, the mid-winter championship of the One Ten Class in a series completed February 9 at the Davis Island Y.C., Tampa. Al Hopkins, of Plymouth Meeting, Pa., was runner-up and John Geyer, of the Indian Harbor (Conn.) Y.C., who won the race that escaped the local ace, was third. Hopkins had three seconds and two thirds.

IRISH PENNANTS: George O'Day, the Mallory Trophy champion, will sail Rush IV for Vic Sheronas in the Prince of Wales Trophy series at Bermuda beginning April 12. Rush IV and Ernie Fay's Sabre shared the cup last spring. . . . Dick Bertram, Miami yacht broker, shipyard operator, yachtsman and host to invading northerners, is cornering sailing talent down there for his business. The latest addition to his staff is Sandy Hiss, who will handle marine insurance and brokerage. . . . No real word on Revonoc since last month's report of her disappearance, but a clue was turned up near Marathon on Jan. 12 when the 71′ motor yacht Caprice, of Miami, hit an underwater obstruction in Hawk Channel, bent her propeller, picked up streaks of red, blue and white paint and dented a prop blade on wire cable. Revonoc had a red bottom blue boot top and white topsides. As of this writing, the wreck that Caprice struck had not been located. . . . The America's Cup defense candidate designed for Chandler Hovey by Ray Hunt will be built by Graves of Marblehead.



BAY TRANSOM ANCHOR

Heavier, more powerful outboard motors and the trend to more power per foot of boat necessitated the development of the Bay Transom Anchor. For old and new boats alike, this device makes use of a rugged transom plate and a ½" rod with a keel fitting to practically free boat transoms of the weight, torsion, and vibration load of motors under operation. A special dual keel fitting permits the use of two plates and rods for twin motor installations. All parts are of manganese bronze.

Additional features are a built-in drip pan, and clamp stops which prevent upriding of motors. Thanks to a ball-and-socket universal and adjustable draw nuts, the unit installs easily and rapidly on most boats regardless of transom height.

The Bay Transom Anchor is manufactured by Bay Pattern Works, South Mills St., Sandusky, Ohio.

A NEW MARINE FASTENER

A new marine fastener which does not cause stain and leakage under the head and around the neck is made by Florida Nail & Wire Corp. of Clearwater, Florida. According to the manufacturer, this new improved Grippur fastener made of solid Conoxel metal, is locked against pull and rotation, and cannot turn or back out. They also claim that it has much better yield point in shear due to increased cross sectional area and is free of auto-electrolysis.

PNEUMATIC DISC-SANDER

A new product of the Detroit Surfacing Machine Company, 1333 East Eight Mile Rd., Detroit 20, Michigan, is a high-speed pneumatic disc-sander-grinder available in two versions, Easy Model D and Easy Model DC. These air sanders are fast, light, compact and sturdy, according to the manufacturer.

The two air sanders operate at 10,000 to over 12,000 rpm at air pressures from 70 to 90 pounds. The manufacturer claims these machines speed production on hundreds of jobs, grinding, sanding, 'feather-edging', polishing and buffing, and for removing scratches in Plexiglas. Many accessories are available for use with the above models.

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A new mat for use under gasoline cans carried on boats provides a new safety measure in pleasure boating.

A product of American Mat Corporation, Toledo, Ohio, the mat is designed to catch spilled gasoline and oil where it can be readily evaporated before getting into the bilge.

Heavy ridges on the bottom of the mat protect deck finish, hold the gasoline can securely in place and serve to eliminate noise.

The mat comes in colors to harmonize with modern boat finishes.

Further information is available on request to American Mat Corporation, 2216 Adams Street, Toledo, Ohio.

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Here is a new line of boats especially adapted to big motors and heavy going. Extreme strength results from adding the extra firmness of clinker construction to the same general construction used in double planked Penn Yans—same size and number of ribs and same bracing. An important plus is the bonding of lap-to-lap by a flexible miracle synthetic, Penn Yan Vulcanite—stronger than the wood itself.

Prevents SEASICKNESS

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THE PELICAN CLASS

(Continued from page 49)

are being assembled by amateur boatbuilders in Larchmont, Philadelphia and Saratoga, California. The prefabricated kits are interesting home workshop projects for long winter evenings, have served as neighborhood undertakings and as part of arts and crafts courses in schools.

To help build the class nationally, the Pelican Sailing Dinghy Association of Miami agreed recently to the sale of plans for building the boat. The Association was formed two years ago as a non-profit organization motivated by the spontaneous desire of owners to form a strictly ruled one-design class.

"It is our intention to keep every boat in the class exactly the same as every other boat," says Frederick Merritt, president of the association. "We sincerely believe it is the skipper, not the boat, who wins races and a one-design class puts the responsibility for winning right where it should go, on the skipper."

The fact that Pelican owners are such a varied group is another reason for keeping the class uniform, Mr. Merritt continues. The age of Pelican sailors ranges from a boy of eight to a man of 72. Pelican owners include parents, teenagers, sailing beginners and ocean racing yachtsmen. For sanctioned regattas, the association has set a weight minimum of 275 pounds per boat, borrowed from the rule in vogue generally for Long Island sound frostbite dinghy racing. This further equalizes the uniformity of the boat for racing. Since the junior championship has been made an annual affair, a weight limit of 175 pounds is applied to youngsters under 16 years of age.

Originally designed by Harold S. (Dooley) Glander, head of Glander Boats, South Miami, to meet the needs of young people graduating from the pram classes, or to be used as an instruction boat for beginners, the pram-bowed Pelican is 11′ 2″ long and 4′ 7″ wide and built largely of sheet plywood. It is raced with a crew of two, but for fun-sailing it accommodates four or five. It will sail with 700 pounds on board, a figure arrived at by a University of Miami student making an analysis of Pelican capabilities as his senior engineering problem.

He also learned in the University's laboratory tank that the Pelican would log seven knots in a heavy breeze and that, because of her wide, flat bottom and modest sail area, she could stand up to winds of 35 knots.



Glander and crew racing in the Sunshine Regatta.

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Transistorized
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Depth Finder for *all* small craft
INBOARD . . . OUTBOARD . . . SAIL

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TRANSISTOR 80 DEPTH FINDER



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. . . get this NEW Aid to Adventure!

This latest Ross Depth Finder is designed especially for the small inboard or outboard cruiser or sailboat. Cruise with new confidence . . . "see" bottom in unknown waters . . . spot fishing holes, schools—even individual fish. For full information, see your dealer or write direct.

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The Pelican's stability and simple rig also attracts such sailors as the paralytic, who runs his wheel chair down into the water beside his boat, transfers himself with the help of his wife to a position beside the tiller, and blithely sets off for an afternoon's sail. The 72-year-young Pelican sailor had a seat built across the gunwales of his boat for comfort. But the most comfortable sailing position in a Pelican is at right angles to the tiller, legs stretched athwartships to rest comfortably on the opposite gunwale; a foam rubber or life-preserver cushion at one's back and a can of beer in the hand that isn't holding the tiller. This is the favored Sunday-afternoon position of adult Pelican skippers. For juniors, simply substitute a sandwich for the beer. Maybe one of the kids will trail along astern, taking an effortless swim on the end of a line. This, in Pelican slang, is "dragging."

With pop and the kids using the Pelican all week end, mother seldom has a chance. Yet it was the women of the Miami Yacht Club who made the class popular. A beginners' group took lessons from Evelyn Lee, who used her Pelican for training purposes. Having learned to sail, the first class of women graduates wanted Pelicans of their own. The fleet quickly built up to 14 boats. Subsequent classes continue to use Pelicans for instruction. Because there are enough Pelicans to go around, the boats are used each year in the Miami area for elimination sailing competitions, like the Bacardi Cup for Juniors and the Adams Cup preliminaries for women strippers.

Younger Yachtsmen Were Next

The young people of Coral Reef Yacht Club in Miami, took it up next. The fleet grew so quickly that harrassed club officers, faced with Pelicans on every side and in everybody's way, assigned the club's south canal to them, built a blacktop slip and installed a lift for the fleet. From the teen-age Pelican group, in a scant year and a half of sailing, has come such hot young skippers as Maggie Brothers and Ken Lacey, Jr., champions in the junior Moth Class; Jim Hiss, who has graduated from a Pelican to a Star; Joan Price, who is considered good enough by her uncle Jack to sail with him on his ocean racing yawl Comanche, and Pat Lynch, smallest member of the Pelican fleet last year, smallest member of the Bulls-Eye fleet this year.

Part of the pleasure an owner derives from his Pelican is from its appearance. Built with polished mahogany transom, bow, rudder and daggerboard top, it is usually painted a pastel color. Bright colors are favored by mothers who want to spot their childrens' boats out on the water. The rudder reaches down 36" in the water, as does the daggerboard. It is cat rigged with a tall, narrow mainsail.

Low Price, An Endearing Quality

Another endearing quality of the Pelican is its low price. Completely finished, painted your choice of colors, the Pelican sells for $375 F.O.B. South Miami without sail. The sail is $75 no matter where you buy it. Vallentine and Ulmer of City Island, and East Coast sailmakers, Miami, have the specs.

If you're handy with hammer and saw, there is a Pelican kit that sells for $185. This includes everything except the sail, running rigging and hardware. Included are all wood parts, mast, boom, rudder, tiller, assembled daggerboard, marine plywood planking, glue, screws, blueprint and detailed instructions. There is also a hardware and rigging kit for an extra $32.50.

If you're a rugged individualist, plans are now for sale for $15. These include detailed blueprints, patterns and (this is very important) a number in the PSDA registry. This number belongs to one set of plans and one boat forever. Specifications and plans must be followed meticulously, and the number burned or carved into the starboard side of the daggerboard trunk. The Association isn't kidding when it says it means to keep the class a strict one-design. It maintains an official measurer to insure that all racing Pelicans are alike.

Of course, if you just want to set off with that sandwich or beer can of a Sunday, send for your plans, build your boat and shove off.



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Minimum Dinghy

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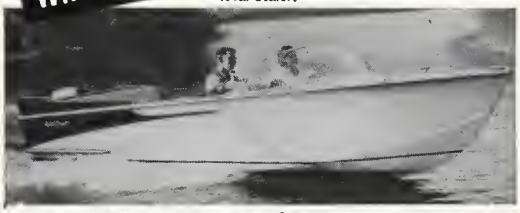


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a division of CORRECT CRAFT, Orlando, Fla.



THE urge to wander has again struck Dr. E. A. Petersen, Compton, California, surgeon, who made a dramatic 17,000-mile voyage across the Pacific in a Chinese junk just before World War II. Dr. Petersen and his wife, Tani, left recently for St. Lucia, in the Carribean, to retrace Christopher Columbus' second voyage. They will board a sailing vessel brought from England, to the starting point.

Most yachtsmen are familiar with the passage which the doctor and his wife made in 1938-39 aboard the 36′ junk Hummel-Hummel from Shanghai to San Pedro, and then back to New Guinea. This trip began when the Petersens were stranded in Shanghai at the outset of Japan-China hostilities in 1937, and sought a way of escape. They bought the junk for $250, and set sail in April, of 1938, with two White Russians as crew members, arriving in San Pedro, 85 days later.

The following year, the Petersens again set sail in Hummel-Hummel, this time going down the west coast to Peru, and then heading across the Pacific touching at, among other islands, the Marquesas and Samoa en route to New Guinea. Their cruise was terminated when the junk foundered on an uncharted reef six miles off shore. The Petersens took to their dinghy and rowed to the beach.

In 1953, Dr. Petersen and Tani flew across the Pacific to see what had become of Hummel-Hummel which they had left years before on that far-away beach. All they found was her keel and a few planks.

Incoming commodore Guy (Red) Wilson of the Southern California Speedboat Club, an inboard organization which has gained the name of "The Club of Champions" as a result of the individual and collective achievements of its members, has a problem or two to solve during the year ahead of him. Not the least of these is whether his club should abandon the sponsorship and technical direction of the annual Sahara Cup regatta held on Lake Meade near Las Vegas.

The highlight of the Sahara Cup meet is the race for unlimited hydroplanes, yet boat-owning SCSC members are 99-44/100% in favor of limited hydros and runabouts. In its sponsorship of the successful 1956 and 1957 Sahara Cup regattas, SCSC had the spirited cooperation of the Lake Meade Boat Club, an organization whose members are more inclined toward boating for recreation rather than racing. SCSC members say that sponsoring the Sahara Cup regatta places a great handicap upon them because of the distance from their usual competitive activities to Lake Meade. Therefore they feel that the LMBC could do a more satisfactory job of sponsoring the annual Sahara Cup meet on its own.

The other problem which Commodore Wilson faces is the matter of the increasing number of limited hydroplane and runabout classes which are springing up and which want places on regatta programs. Their owners ask why they should own a race boat and belong to an inboard club if they are denied a place on the program. It is a perfectly reasonable question but the element of time necessary to run off two



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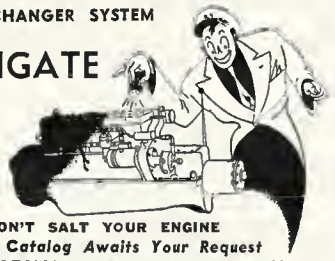
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heats for all classes of boats is something that bas to be reckoned with.

To many, one of Southern California's greatest bandicaps to speedboat racing is the Long Beach Marine Stadium wbere an admission fee is charged for regattas. Tbe public is not unwilling to pay to see a sports event, particularly a good one, but the sports-loving public is accustomed to sitting not over three hours to see a bang-up baseball game, football game, etc. To let every class of inboard race at the Long Beach Marine Stadium would extend the program to five and six bours—probably twice as long as the paying public is willing to sit and watch a sports event. The result is that spectators, and in particular those who have travelled a fair distance from their home to the scene of the regatta, leave early and, at the same time, leave with the feeling they did not get a full run for their admission dollar. The overall result has been a steadily decreasing attendance at such regattas.

ROBBIE ROBINSON

☆ ☆ ☆

PEN PALS FOR DOWN UNDER

A couple from down under are looking for pen pals in the U. S. Mr. and Mrs. Thomas Macknamara, botb active boating enthusiasts, would like to correspond with people here. Their interests are varied but centered in boating activities. As members of the Royal Motor Yacht Club, they own and operate a 40′ Cabin Cruiser, a 12′ dinghy and an 18′ speed boat. Mr. and Mrs. Macknamara can be contacted by addressing them at 56 King William Street, Regent N19, Melbourne, Victoria, Australia.

NATIONAL MARINE PLASTIC TO EXPAND PLANT



One of the models produced by National, the Deluxe Commando is a 14′ 3″ fiberglass craft with a 63″ beam and 34″ draft. Seven Commando models are now offered by the company. More models are in the offing in the near future.

The National Marine Plastic's Company of Tulsa, Oklahoma, manufacturers of the fiberglass Commando line, has just completed their first year in business. Seven Commando models are now offered from tbe company's Tulsa factory. "We have plans," said Claude Miller, owner, "on the board for a new factory in Tulsa and another in Mississippi to meet the soaring demand. Our 1958 production," Miller continued, "should hit the 3,000 mark."

NEW DOORS FOR ELECTRIC

(*Continued from page 86*)

Besides the 115v. AC stock of radios, DFs. depth indicators and other navigation or communication equipment, dealers will stock two basic types of power supplies. One will handle 12, 24, and 32v. DC input, and the second will handle 115v. DC input—both types delivering 115v. 60-cycle current.

Analysis of service work on electronic equipment shows that about 50% of the troubles have come from power supplies. The performance being obtained from Transistorized Power Supplies indicates that this annoyance and expense to boat-owner and dealer can be eliminated because of the lack of moving parts and inherent dependability of transistors.

From the standpoint of the manufacturers of marine electronic equipment, their design problems are simplified by standardization on 115v. AC components—and by elimination of either built-in or accessory power supplies. Since Transistorized Power Supplies produce a "clean" alternating current, without the usual hash resulting from vibrators or brushes, noise-suppression problems in radios are substantially reduced. It is probable that costs of production can ultimately be reduced by manufacturers as a result of standardization of 115v. 60-cycle current—a boon to utilization of electronic equipment.

The last group to benefit from the development of Transistorized Power Supplies are the naval architects and boat-builders. Less space for individual rotary or vibrator power supplies will be needed—because a Transistorized Power Supply of as much as 2000 v.a. capacity (approximately 2000 watts) is smaller in size than the average rotary inverter of only 750 watts. The same is proportionally true of lower output units. Another factor is the lack of heat from Transistorized Power Supplies as compared to the heat normally radiated from either rotary or vibrator power supplies. The heat radiated is a factor of efficiency—the higher the heat, the lower the efficiency. With Transistorized Power Supplies, the efficiency of changing DC to AC is 80% or more—compared to 45% for former types. The result is a very small amount of radiated heat that must be ventilated from around the unit.

To a degree, the higher efficiency of the power transistors could permit smaller battery installations to accomplish the end result of operating radar, radio, etc. Or, conversely, a bank of batteries of a given capacity will permit the handling of larger electrical loads of alternating current when the current is changed from DC to AC through transistors.

How the Transistor Works

At this point it might be well to review how a transistor accomplishes the task of switching large amperage currents at low voltage without the need for mechanical motion.

A transistor is known as a semi-conductor. All semi-conductors exhibit one common property. That is the property to act as a conductor to electrical current flow of one direction (polarity) and act as a non-conductor of electrical current flow of the opposite direction. The word transistor is a combination of the two words transmit (meaning to conduct) and the word resistor (meaning to oppose).

Figure 1 illustrates the property of any semi-conductor. The device acts as a *conductor* for current flow — to + and as a non-conductor for current flow + to —. The most simple form of semi-conductor is a rectifier diode. A transistor works exactly like any diode except for one important factor. *It is possible to control the resistance the transistor displays to current flow in the conducting direction.* The control element is called the *base* of the transistor. By applying the correct polarity and amount of control voltage to the base, it is possible to make the power transistor conducting resistances appear to be less than one ohm and conversely by reducing the control voltage it is possible to make the power transistor conducting resistance several hundred or even thousands of ohms. Figure 2 illustrates the principle.

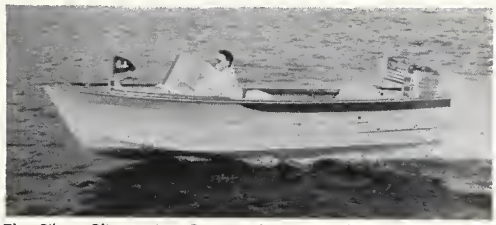
Actually the control voltage can be likened to the control arm on a power rheostat whereby a small amount of mechanical horsepower controls a large amount of electrical horsepower. The difference of the transistor appears in the fact



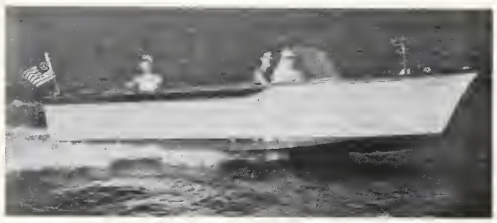
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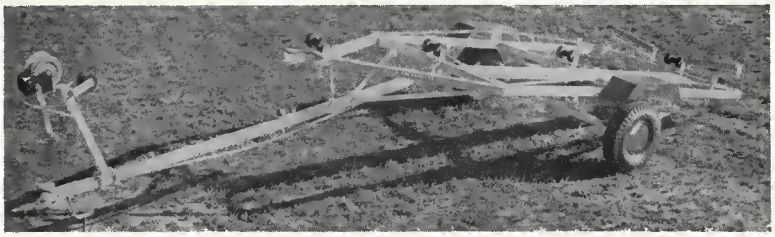
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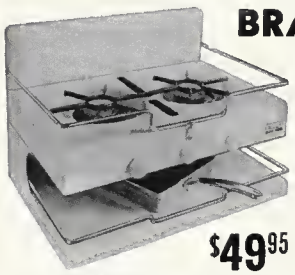
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that a very small amount of electrical horsepower replaces the small mechanical horsepower required to operate a rheostat. Thus we have an electrically controlled rheostat. The mechanical rheostat takes an appreciable amount of time (matter of a few seconds) to be changed from full resistance to minimum resistance whereas a transistor can be changed from full resistance to minimum resistance in less than 1/100,000 of a second. Continual rapid changging of a mechanical rheostat from full resistance to minimum, then back to full resistance would soon wear out the sliding contacts. A transistor has *no sliding contacts*, therefore nothing to wear out. Thus it is possible to continually vary the resistance in cycles which represent only a fraction of a second without wear taking place. In effect, we have a frictionless rheostat where no parts move, no contacts open or close, nothing rotates; the effect is entirely electrical and is accomplished within the motionless transistor.

The operation of a transistorized inverter is illustrated by the simplified block diagram, Figure 3.

DC voltage from the boat's batteries is applied at the input terminals marked + and —. The feedback from the initial starting surge simultaneously decreases the resistance of transistor switch Q2 and increases the resistance of transistor switch Q1. The feedback timer device holds Q1 at high resistance aud Q2 at low resistance for 1/120 second, then simultaneously increases Q2 resistance and decreases Q1 resistance for 1/120 second. The feedback timer continues to change the resistance of the transistors each 1/120 second as long as voltage is applied. The resultant effect is to reverse the current in the primary of T1 every 1/120 second. Transformer T1 steps up the low voltage current reversals in the primary to 115v. AC at the output. The output waveform is square with each half-cycle being 1/120 second. Two half-cycles comprise one complete cycle at 1/60 second duration. Hence an output of 115v. AC at 60 CPS is obtained.

Development of this new concept of power supplies has spanned a number of years by Bendix Marine in their search for greater reliability of marine communications and navigation equipment. Achievement of their goal is now reflected in a complete line of Transistor Power inverters with outputs ranging from 100 v.a. (approximately 100 watts) to 2000 v.a. (approximately 2000 watts) delivering 115-volt 60-cycle current, from 12, 24, 32, 72, 110, or 220-volt direct current inputs.

The operating efficiency of the Bendix inverter is over 80%. The efficiency varies and is dependent upon load conditions. Optimum efficiency is obtained at full load VA rating with the nominal input voltage at which the unit is rated.

High operating efficiency is obtained by careful transformer design and by driving the transistors into saturation during the conducting cycle. The forward resistance of the transistors is a fraction of one ohm in the conducting condition. Thus even at high switching currents only a fraction of a volt will be dropped. Consequently, the low voltage drop produces only a small wattage drop. Thus the circuit efficiency is exceptionally high. High operating efficiency also means that the heat





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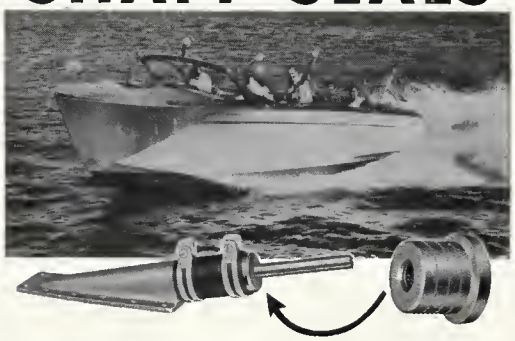
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generated internally by the unit will be small. The heat generated is so small that it is possible to hold one's hand on the 500/va unit delivering full output for a considerable length of time without discomfort. A comparable rotary inverter of the same capacity will burn human hands rather quickly indicating that the efficiency is much less. In fact rotary inverters or vibrator inverters which are operated in confined spaces are prone to damage themselves with their own heat generated internally.

Output voltage versus loading is exceptionally good and is comparable to line voltage variations experienced in the average home lighting installation. Output voltage regulation is obtained by maintaining a low internal impedance. The internal impedance of the 500/va unit is 2 or 3 ohms.

It is impossible to damage the unit with overloads. Overloads up to a dead short can be handled. No fuses will blow, there are no breakers to reset. The overload protection is entirely automatic. When an overload is applied the drive to the transistors decreases, this in turn moves their operating frequency higher which reduces the output voltage. The decrease of output voltage maintains both the input and output currents at safe levels. A severe overload such as a short will drop the output voltage to zero and a relay will open which inserts a power resistor in series with the overload maintaining the output and input currents at safe levels. The relay will close as soon as the short is removed and the output voltage has increased to the proper value. Closure of the relay shorts out the series protective resistor thereby enabling the supply to deliver full power output.

It is recognized that a normal battery generator installation will produce a varying input voltage. The Bendix transistorized inverter has been designed to operate over even wider input voltage extremes than is normally experienced. The unit will start and run at input voltages as low as 30% below nominal. Application of continuous overvoltages up to 20% higher than normal will not cause damage. A typical 32-volt unit has been operated with as high as 48-volt peak surges without damage.

Full VA rating output is obtainable at ±10% of the nominal rated input voltage.

☆ ☆ ☆

SOCIETY OF SMALL CRAFT DESIGNERS

The annual report of the Society of Small Craft Designers indicates a membership of 50 percent greater than had originally been considered the goal. Executive Secretary Joseph Gregory is making plans for the Society's 1958 technical meeting at the Naval Academy, Annapolis, Md. in August.

The recent election resulted in the return to the board of Gerald T. White who will continue to serve as chairman as well as publisher of The Planimeter, the monthly technical publication issued to all of the members. A booklet describing the work of the Society may be obtained by addressing any of the officers or writing to the Society at Box 628, Newport News, Va.

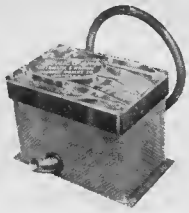
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Bilge pumps must be reliable. Since they often operate submerged, the biggest problem is to seal out water. Lovett is the only pump that does not use mechanical seals . . . Lovett uses an air lock. Electrical parts are located in the trapped air and therefore there is no corrosion or wear. Lovett Pumps are patented, #2,669,934.



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Power Authority of the State of New York

ADVERTISEMENT FOR PROPOSALS

For

Construction and Operation Under Lease Agreement of Commercial Boating Facilities for Pleasure Boats on St. Lawrence River Between Massena and Ogdensburg, St. Lawrence County, New York

The St. Lawrence Power Project of The POWER AUTHORITY OF THE STATE OF NEW YORK involves the creation of a large lake in the area of the International Rapids section of the St. Lawrence River. This lake will be used by the St. Lawrence Seaway and will be well adapted for boating, fishing and other recreational activities. As part of its program of providing recreational facilities for the public on land under its jurisdiction in this area as an incident of the Power Project, the Power Authority plans to make a number of sites on this lake in the towns of Louisville and Waddington, N. Y., available for the construction and operation by qualified operators under twenty year lease arrangements of commercial boating facilities for pleasure boats. Proposals for leasing such sites from the Power Authority are invited as explained below.

The operators will be required to construct and operate boat basins for pleasure boats with docks, piers and related facilities to provide the public with such services as boat rentals and tours and boat and motor repairs and for the sale of such items as gasoline and oil, boats, motors, fishing tackle and bait. Refreshment services may also be included. All facilities will be constructed, installed and owned by the operator on land leased from the Power Authority at rental rates fixed in the lease.

The Power Authority has selected two suitable sites as to which proposals will be considered at this time.

Proposal Boat Basin Site No. 2—Coles Creek (east and west) near Waddington, New York.

Proposed Boat Basin Site No. 3—Brandy Brook near Waddington, New York.

Detailed information, including maps showing the location of the site and the topography of each site, the proposed form of lease and the form which must be used in submitting proposals may be obtained from the Power Authority of the State of New York, 10 Columbus Circle, 18th Floor, New York 19, New York, upon application and prepayment of a fee of five ($5.00) dollars per set of documents, no part of which will be refunded. The foregoing documents will be on file in the New York City office of the Authority and at the Authority's Field Administration Building, in the office of the Resident Engineer, Massena, New York, and may be inspected during office hours.

Proposals on forms furnished by the Authority will be received until 10:30 A.M., Eastern Standard Time on the 14th of March, 1958 at the Authority's Office, 18th Floor, The Coliseum Tower, 10 Columbus Circle, New York 19, New York. Proposals are to include a site plan showing arrangement of boat basin, access roads, parking areas, buildings, etc., preliminary sketches of the structures proposed, a statement of qualifications and experience, evidence of financial responsibility, and proposed schedule of construction.

The Power Authority reserves the right to reject any and all proposals.

W. S. Chapin
General Manager

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Send for your FREE COPY of Old Town Catalog showing canoes, lapstrakes, dinghies, sailboats and skiffs.

OLD TOWN CANOES

ON THE RACING CIRCUIT

(Continued from page 145)

NEW GOLD CUP BOAT BEING DESIGNED

Ted Jones and Ole Bardahl have joined forces to provide the Seattle industrialist with a new Miss Bardahl for unlimited hydroplane racing.

Jones, designer of sucb Gold Cup champions as Slo-Mo-Shun IV, Slo-Mo-Shun V and Miss Thriftway, and national unlimited hydroplane champions Shanty and Hawaii Kai, will design and build the new Bardahl hull in Bellingham, Wash.

Plans call for a boat of conventional design, 30′ long with 12′ beam. It will incorporate the latest construction techniques, including fiberglass bow reinforcement, a strutless fiberglass-resin tail fin, metalized ribs and frames, an aluminum clad bottom and a fiberglass covered deck. Power will be furnished by a single Allison engine. The boat is to be delivered in time for the Apple Cup on Lake Chelan, May 11.

GULF AWARDS PRESENTED, REGAS HONORED

Jack Regan, the 34-year-old welder from Livermore, Calif. who last year, driving Hawaii Kai, showed that be knew how to put an impressive string of victories together, won the $5.000 Gulf Gold Cup Award as "Driver of the Year."

He was among the 15 power boat drivers elected to the Gulf Marine Hall of Fame for 1957 at an awards meeting held January 18, in New York City. Following the custom, these drivers got together to name one from their group as the year's outstanding driver.

Regas was the man. Among other things, he had won five major 1957 events including the President's Cup. He capped the season's performance by turning in a new one-mile record for unlimited hydroplanes in Hawaii Kai III—187.627 mph.

A sixteenth award was also made—this one posthumously to Ezio Selva of Milan, Italy, who died Dec. 29 in the Grand Prix event of the Orange Bowl Regatta at Miami, Fla., when his Maschettiere upended.

The youngest honored was 11-year-old Edgar "Tiger" Petrini of Annapolis, Md. He was elected to the junior division of the Marine Racing Hall of Fame. The son of Annapolis shipbuilder Edgar J. Petrini, the boy won, among other things, the national championship in the junior utility class at Worcester, Mass.

The others named to the Hall of Fame were:

Craig T. DeWald of Reading, Pa.; Don Dunnington of Bethesda, Md.; David "Randy" Eastburn of Newark, Del.; Glenn Forcier of Grosse Point, Mich.; Raymond W. Lynn of Philadelphia, Pa.; Frederick C. Moor of Miami, Fla.; Ron Musson of Akron, Ohio; Donald R. Rimbach of Flushing (L. I.), N. Y.; William Ritter of Hallandale, Fla.; Weldon E. Ropp of Miami, Fla.; Edward J. Sonoras of Monroe, Mich.; William L. Tenney of Crystal City, Minn.; and Edwin Wulf of Amityville (L. I.), N. Y.

Eight racing power boat drivers qualified for the Gulf 100-Mile-An-Hour Club which has grown to 96 members since its

(Continued on page 180)

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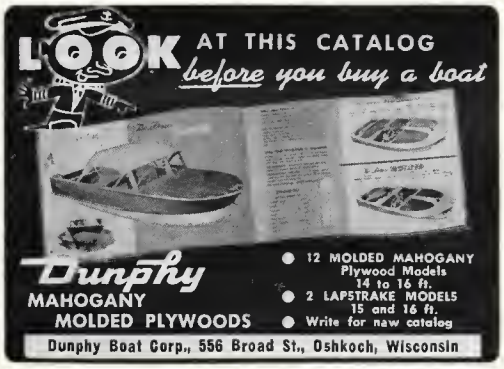


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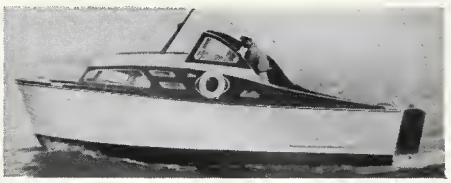


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founding in 1949. They are Henry Vogel, Webster, N. Y.; Kenneth Wade, Garden Grove, Calif.; R. Watson Lewis, Baltimore, Md.; Dr. William Linss, Highland Heights, Ky.; Frank M. Byers, Columhus, Ohio; Fred Alter, Detroit, Mich.; Mira J. Slovak, Seattle, Wash.; and David Craig of Miami, Florida.

U.I.M. MOURNS SUTTON, SELVA

The Union Internationale Motonautique bas adopted resolutions of regret and sympathy on the recent deaths of George W. Sutton, Jr., international affairs committee chairman of the A.P.B.A. and a vice president of the U.I.M., and Ezio Selva, the 800-kilogram-hydroplane-class world champion, who was killed in the Orange Bowl regatta at Miami. Of Selva, the U.I.M. said: "Italy loses a man of inestimable valor and one of her most glorious sportsmen." Ezio Selva can be cited as an example of a perfect driver: unlimited courage and absolute loyalty. Sutton was regarded by the U.I.M. as "a friendly and understanding man for whose death tbe motorboating world is poorer for an outstanding personality."

MORE HONORS FOR HAWAII KAI CREW

The John W. Mulford Trophy, presented this year by the National Association of Engine and Boat Manufacturers to the American Power Boat Association for an annual award to the person making the most significant contrihution to motorhoat racing, had not one winner but several in its first presentation. The prize went collectively to Mike Welsch and his colleagues in the crew that kept Hawaii Kai III racing—and winning—in unprecedented fasbion in 1957.

Normally, judges for such awards take tbe easy way out in cases like this and hand the prize to the driver, who already has won most of the kudos. The group, headed by Dick McFadyen, took the time to go into the matter thoroughly and departed from custom hy recognizing what they regarded as a superlative team effort: outstanding performances by pit chief, mechanics, swabbies and driver. The decision, incidentally, was unanimous.

☆ ☆ ☆

CHIEF MATE ON VEMA

Captain Adrina K. Lane of Noank, Conn., a member of the Mystic Seaport staff. flew to Buenos Aires to join Columbia University's research ship Vema. Captain Lane, on leave of absence from Mystic Seaport, where he is captain of the Seaport's youth training schooner Brilliant, will serve as temporary chief mate on Vema on her cruise down the coast of South America to Cape Horn.

The 533-ton three-masted schooner has a staff of thirteen scientists and is manned by a professional crew of eighteen.

Vema's cruise is part of the program of the International Geophysical Year, with major areas of research including a study of the geologic structure of the sea hottom, especially near the edges of the continents, patterns of the circulation of ocean water at great depths; transmission of sound through sea water and sediment of the ocean hottom.

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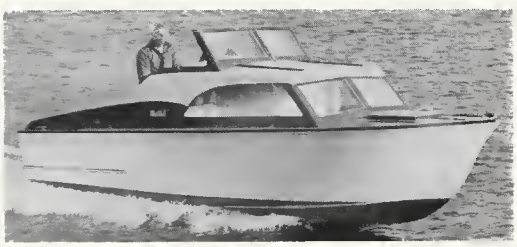


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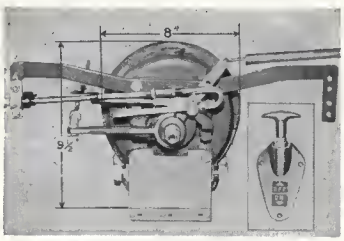
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Three Botved Coronet cruisers rendezvous on a beach picnic.

Botved Boats Company, Fort Lauderdale, Fla., build some interesting convertibility features into their three new Coronet outboard models. The Utility, for example, has an opening type windshield, removable Plexiglas side windows, and a removable fiberglass top, to transform this 18-footer quickly from an open utility to an enclosed cruiser.

The hull is covered with color-impregnated fiberglass for low-cost maintenance and insurance against leakage. Latest innovation to be incorporated is a removable fiberglass "noise-ease" motor hood, fitting over the well aft in which the motors are mounted. Other features include a built-in glove compartment and wardrobes, foldaway tables and chairs, and sleeping accommodations for three adults.

In addition to the Utility, Botved builds a Hardtop Sedan in the same length as the Utility, and a Hardtop Convertible 15′ 9″ over all. Botved boats are designed by Richard C. Cole of Miami, built in Vordingborg, Denmark, and sold throughout the world from the Fort Lauderdale office.



Botved's Coronet Hardtop Sedan is planked and decked with 5-ply ⅜″ mahogany marine plywood covered with fiberglass.

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16' COMMANDER

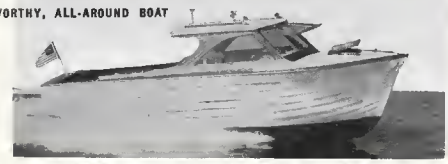
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JUST about the busiest people in Florida recently have been the yards and sailmakers who are putting the boats back together after the stormy early season racing. There never has been such a winter. Ratsey & Lapthorn opened a branch in Miami, just in time to handle the ripped sails, especially spinnakers, which seem the first to go. Colin E. Ratsey was himself down to take care of this emergency work, including the mainsail from August Boorstein's 56' yawl ROB ROY from Manhasset Bay, L. I. She was leading in the Lipton Cup, her first race in southern waters, when the sail tore from leech to luff on the final weather leg. Even the Coast Guard Cutter ANDROSCOGGIN is another casualty. Expected to convoy the racing fleet to Nassau she went instead into dry dock at Jacksonville.

While another Coast Guard ship was towing home Herbert Virgin's yawl ELECTRA from the Miami to Cun Cay race January 24 the ANDROSCOGGIN was towing in the MALABAR XIII. Sam Zorovich's 53' ketch was leading the 12 boat fleet in the rough going when a rudder post fitting gave way less than an hour from Cun Cay Light.

The week end of January 25, 26 the motor boat regatta was blown out at Lake Alfred and postponed. That was slated as the official opening of the grapefruit circuit. Over the week end of February 1, 2 at Lakeland the motor boats were again blown out. This is a winter we won't forget.

At Jacksonville's Gator Bowl regatta earlier in the month, Ted Addy took first in the sailing cruisers, William Benton in sail area an Cene O'Connor from Palatka in Suicides. Richard Burroughs was best in the Rhodes Bantams, Hal De Saussure in Comets and Charles Hillyer in Pelicans. John Wood took the motor cruiser predicted log contest and Bob Terry the 80-mile outboard marathon.

With two large lakes nearby formed by power dams there is more and more boating around Atlanta. Dr. A. A. Creen, Charles Scarratt and W. J. Murray have gone together to form the National Marine, Inc. They will handle Scottie-Craft, Penn Yan and Higgins boats and Scott-Atwater outboard motors. . . . John P. Rodi, Chris-Craft distributor of Fort Lauderdale and Chicago, announces the appointment of Robert S. Whalen as general sales manager.

John Eliot Cutter of Palm Beach has combined his brokerage office with Florida Yacbt Sales. Associated here is James T. Van Voast. They are representing Alden, Stevens cruisers and Romany motor sailers. . . . Alexander (Sandy) Hiss of Coral Gables, deep sea racing yachtsman, is now associated with the Miami branch of Richard H. Bertram & Co., yacht brokers.

New Bahamas charts: There are now available through the Tropic Isle Publishers Inc., P. O. Box 613, Coral Gables, 34, Fla., two new additions to the original set of Cruising Charts of the Bahamas. They were made by Tom Waddington, new editor of *Yachtsman's Guide to the Bahamas,* and are designated No. 26 (Man O' War Cay to Little Harbour) and No. 27 (Approach to Hope Town Harbour, Little Abaco). The charts retail for $1.50 and are not included in the first set of 25. .

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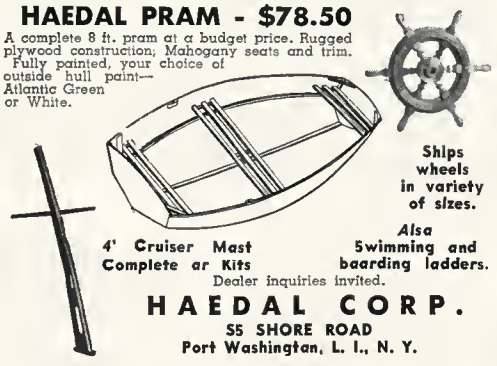
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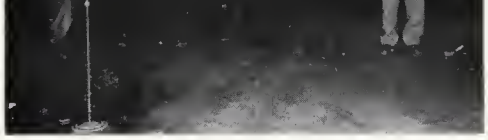


THE International Power Boat Association held their Planning Committee meeting at the Seattle Yacht Club January 10 to discuss possible affiliation with the American Power Boat Association. Its Rules Committee met to establish the date and formulate rules for this year's International Cruiser Race. It will start at Olympia, Washington, on July 12 and stop at Roche Harbor, with classes finishing at 15-minute intervals, the first scheduled at 1900 hours. The next day's run proceeds to Nanaimo, British Columbia, with finishes starting at 1400 hours. For the first time boats without sufficient fuel capacity to complete the first leg of the contest may refuel in the vicinity of Everett after passing a Control Point, and resume the contest at the same point, providing the stop-over is predicted in their log. The last meeting of the Rules Committee will be held at the Royal Vancouver Y. C. March 8. Then final details of the course and control points as well as special rules will be approved. The race will be about 175 miles, followed by a race to Juneau, Alaska.

The Council of British Columbia Yacht Clubs is planning a new trophy for the Canadian boat with the lowest percentage of error in the International Cruiser Race. Burrard Y. C., Vancouver, B. C., will have a new trophy for the member finishing with the best log.

Seattle Outboard Service racing team started a free training course for outboard-racing on January 24, and because of the unexpected registration larger quarters had to be obtained at the Genesee Community Club. Monthly sessions will he conducted by the area's outstanding drivers, including Jim Henry, Commodore of the Seattle Outboard Association and Jim Spinner, Director of Region 10 of the American Power Boat Association. At the conclusion, the new drivers will compete in special novice races sponsored by the APBA.

Corinthian Y. C., Seattle, concluded their fall Frost Bite series on Lake Washington with Seaward of Dr. Byron H. Ward the winner in a fleet of thirty boats. Lulu, Charles Ross,



The Boat of the Year Award of the Corinthian Yacht Club went to Eutace (Sunny) Vynne, Jr., second from left, who is shown receiving the award from Richard S. Marshall (L), retiring commodore. Standing in the back (L to R) are John W. Ellis, commodore, Lonnie Robinson, Douglas L. Wilson, George M. Valentine and Tom A. Jobs, members.



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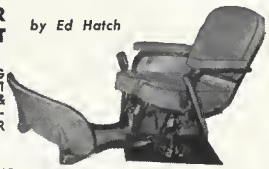
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was second followed by Sweet Thursday, Thomas T. White.

Seattle Y. C. is to have a new Sea Fever Single-Handed Race for a trophy donated by owners of the yacht, Sea Fever. This race for big cruising type sail boats will be run with only one man aboard a boat.

Tacoma Beachcombers Outboard Club held their first meeting in their new clubhouse at 4224 Marine View Drive. Membership has been limited to 100. New officers include Thomas E. Baird, commodore; M. G. Cook, vice commodore; Mrs. F. Estby, secretary; Larry Engle, treasurer.

Gig Harbor Y. C., Tacoma's newest, has elected Bob Jennings, commodore; Walter Williamson, vice commodore; Dorothy Ramcipher, secretary-treasurer; Kenneth Horr, fleet captain; Douglas Coueter, port captain.

The Winter Invitational Regatta

Royal Vancouver Yacht Club's New Year's Day races for the Stan Brook Trophy was won by Lol Killam, with Jack McMillan a close second and Cec Helmer third. Royal Van Juniors won the Winter Invitational Regatta at Coal Harbor on January 4 and 5. The Royal Victoria Y. C. was a close second followed by the Seattle and Corinthian Y. C., Seattle. Steve Tupper won the Kitten Trophy for the third consecutive year. An innovation has been announced for the Cruise Race Week starting in August off Jericho. There will be four days of point-to-point racing with cruising during the week.

Olympia Yacht Club's Long Range Planning Committee has authorized negotiations for the purchase of waterfront property on Harstine Island for an outside anchorage and recreational area. New officers installed at their January meeting include Elmer W. Tillman, commodore; John H. Burnett, vice commodore; and Dean T. Mohler, rear commodore.

Everett Y. C. will assist the Chamber of Commerce with the second annual Maritime Days celebration. Tentative dates were set for June 7 and 8. A pageant will re-enact the landing of Captain Vancouver while exploring Puget Sound.

Astoria Regatta Association is to re-organize the 38th annual regatta with Tony Naimo as president.

Puget Sound Outboard Cruising Club's 1958 officers were installed January 15. Carl L. Carlson was elevated to commodore, succeeding Roy Nathe.

Oregon Motor Boat Racing Association has elected the following officers: Ed Cameron, commodore; Wilbert McDonald, vice commodore; Pat Anderson, secretary; Gill Allen, treasurer.

The Seattle Post Intelligencer's 23rd annual Man of the Year in Sports banquet in the Grand Ballroom and the Georgian Room of the Olympic Hotel on January 3 was a sell-out. The late Stanley S. Sayres was the only former recipient not present. He won the award in 1950. Of the eleven individuals, and a team, nominated, Jack Regas was the only boatman. Although not picked by the 47-man tribunal of sportsmen he received an Award of Merit.

All-American Boat Racing Team

Two Northwest boats were included in the selection of the All-American Boat Racing Team. One was Seattle's Hawaii Kai III, in which Jack Regas broke both the world mile and kilometer record and was high point APBA winner by winning most of the races during 1957. W. T. (Rocky) Stone of Willamina, Oregon, was chosen for the stock outboard runabout class.

Finalley, the 110' yacht of L. Evert Landon, Tacoma Y. C., has been sold to B. C. Bauman, Portland Y. C., for a cruise around the world.

Columbia River Y. C., on January 11, elected Barney C. Buck, Jr., commodore; Wade Woodward, vice commodore; and Dr. W. H. Hutchens, secretary-treasurer.

Riverside Y. C. held its change of watch at the Commodore's Ball January 25. Les Long succeeded Dick Wik as Commodore. Tes Heatson became vice commodore; Charlotte Long, secretary; and Ted Kent, treasurer.

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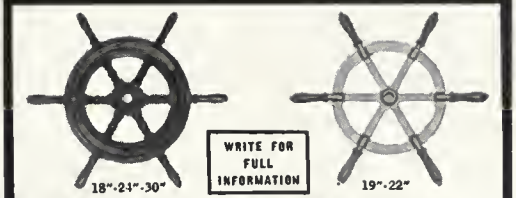
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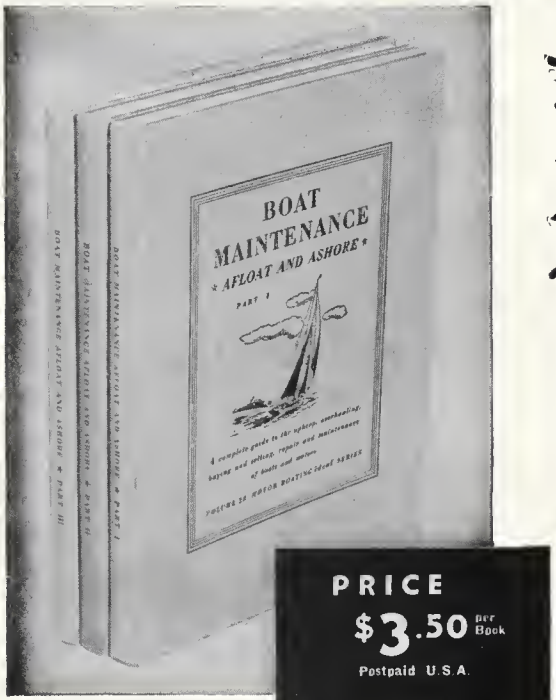
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54' 1956 CHRIS-CRAFT—twin General Motors 6-71 Diesels.
57' 1951 GREBE Yacht—twin General Motors 6-71 Diesels.
59' 1956 Sloop-rigged Motorsailer—twin General Motors 4-71 Diesels.
60' 1955 BURGER Yacht—twin General Motors 6-71 Diesels.
60' 1954 FEADSHIP Yacht—twin General Motors 6-71 Diesels.
64' 1954 HOLLAND-AMERICAN—twin General Motors 6-71 Diesels.
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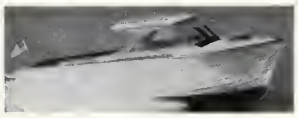
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First prize is a Raytheon Holiday model depth sounder regularly retailing for $149.50.

The contest offered contestants the opportunity to rank Flagship engine features in order of their importance and popularity. The winning ballot was determined by tabulation of the contest entries themselves.

Dr. Simpson correctly ranked in order the Flagship engine's compactness, light weight, construction and operation. Dr. Simpson owns the 35' cruiser St. Jude and flies the burgee of the Atlas Y.C., Bayonne, N. J.

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It tells the story of fuels and how they have improved man's standard of living. It describes how the use of liquid fuels which burn without ash inside an engine has made possible the development of light, self-portable internal combustion machines. These have been greatly responsible for the widespread growth in motorboating.

Requests from community organizations, business groups and schools for free-loan 16 mm prints of the film, produced in color by Transfilm, New York, should be directed to the Standard Oil Company, Room 1610, 30 Rockefeller Plaza, New York 20, N. Y.

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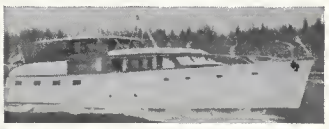
82' DEFOE Ocean Cruiser. Ample 16' beam, 3'9" draft. Twin 300 H.P. Sterlings rebuilt 1950. Sleeps 6-10 plus 2 crew. Electric heads, shower, tub and other modern conveniences. Three double staterooms. Hauled January 1956 and hull reported in excellent condition. This sleek beauty can be yours for $25,000.



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54' MATTHEWS Diesel Cruiser-fisherman. Twin G.M. 6-71's new 1950. Two double staterooms, shower, and all the refinements of a top flight yacht. Exceptionally good headroom. Sun deck, fish chairs, fish box, outriggers. Autopilot, phone, fathometer. You may own this fine MATTHEWS for only $27,000, worth $40,000.



56' LUERSSEN Cruiser. Twin Chrysler Majestics (160 H.P.) overhauled 1957. Boat completely refinished and refurbished in 1957. Two large double staterooms, 2 electric heads and tub-shower. Beautiful salon sleeps 2. For the yachtsman who wants to step aboard and go, this fills the bill at only $17,500.



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46' HUBERT JOHNSON SPORTFISHERMAN 1947. Twin 1955 V-8'e. Two Onan independent generators. Sleeps 4 plus 2 crew. An exceptional Fisherman with excellent equipment and very spacious owner quarters; has had fine care.

46' HUCKINS GRAND MANAN 1954. Two Chrysler Imperials. Sleeps 5. Shower, dinghy, water heater, generator, radiophone, etc. Well equipped, fast, able sea boat and in good condition.

46' CHRIS-CRAFT CORSAIR 1956. Twin 200 hp CC's. Gnan generator. Sleeps 6 plus 2 crew. This "Corsair" has many extras, has had very careful ownership and is offered only because her owner now wishes a larger boat.

48' CHRIS-CRAFT CATALINA 1950. Two 1956 200 hp CC's. Sleeps 10. Long list of extras which have been kept in top shape or replaced when necessary. Very attractive, well kept and ideal family cruiser.

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53' BURGER 1951. Two GM's. Diesel generator. Sleeps 6 plus 2 crew. Shower, dinghy with outboard, heat, RDF, radiophone auto-pilot, etc. Attractive Burger with excellent accommodations, professionally maintained.

53' CHRIS-CRAFT CONSTELLATION 1955. 6-71's. Sleeps 8 plus 2 crew. Gnan generator, radiophone, auto-pilot, depth finder, etc. One of the very popular "Constellations" well maintained.

57' GREBE FLUSH DECK with cockpit 1951. Two GM's. 2 KW Onan Diesel generator. Sleeps 8. 3 showers, radiophone, RDF, fathometer, auto-pilot dinghy, etc. A beautiful yacht recently reduced in price.

58' FB CRUISER designed by Consolidated, built in Japan 1951. Two GM's. Diesel generator. Teak decks and trim. Interior paneled in Oriental woods. Sleeps 7, 2 crew. Very well equipped. Extremely attractive and in excellent condition.

62' TRUMPY CRUISING HOUSEBOAT 1939. Two Mack Diesels. Diesel generator. 3 double staterooms with 2 heads and 2 showers for owner plus 2 crew berths forward. Excellent condition throughout—priced to sell.

65' FEADSHIP FLUSH DECK CRUISER 1955. Two Cummins Turbo charged Diesels. Sleeps 6 plus 2 crew. Excellent equipment. One of the finest yachts ever delivered by Feadship. Fine boat for living or entertaining aboard.

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30' SPARKMAN & STEPHENS "GULF STREAM 30" Sloop, built by Robert Derecktor 1957. 16 hp Gray. Sleeps 4. Well equipped, good sail inventory. Has had good racing record. Very well shaken down to the extent that she is now better than new. Priced to sell.

39' RHODES SLOOP 1940. 1954 Gray auxiliary. Accommodations for four. Ratsey sails new 1953-56. Built to very high specifications. Fast, able and beautifully equipped.

40' HENK TINGEN KETCH 1953. 31 hp Gray. Sleeps 5 plus 1 crew. Equipment is unusually complete and she has a nice sail inventory. This Ketch was extensively overhauled in April, 1957 including refinishing inside and out. Very attractive and able.

43' HERRESCHOFF CB SLOOP 1947. Gray engine. Sleeps 5. Built by Lemos Bros. This is a one-owner boat and is one of the best built and best kept vessels of her size we know of anywhere.

68' ALDEN CB KETCH 1948. 1957 GM Diesel. Auxiliary Diesel generator. Sleeps 11. Dacron sails 1956-57. Able, comfortable Ketch, carrlee sail well, proven excellent performer in heavy weather.

77' RHODES CB KETCH 1947. 195 hp GM Diesel. 7½ KW generator. Sleeps 8, 5 crew. This beautiful yacht has been maintained in top condition, has excellent equipment and fine accommodations.



50'6" x 34'6" x 12' x 7'6" RHODES YAWL. This attractive boat was built by Abeking & Rasmussen in 1951 to very high specifications. She has oak frames, mahogany planking bronze fastened and all decks and trim are Burma teak. Main power is a 1956 65 hp Kermath Diesel and there is a U. S. auxiliary generator.

Accommodations consist of a double stateroom forward with head followed by lockers to starboard and enclosed head to port. The main cabin has 2 berths and 2 transoms with full width galley aft.

Very complete equipment includes RDF, radiotelephone, fathometer, speedometer, Porthole Pete Coal burning range, fog horn, flares, extra teak bungs, etc. Spars are hollow Sitka spruce and riggins is 1 x 19 Hazard Korodless. Sails are by Ratsey and Lapthorn and she has roller reefing gear on the jib.

Here is an exceptionally comfortable boat for cruising and very fast under sail. New owner is wanted who will give her the tender loving care to which she has become accustomed.



55'2" x 13'2" x 4' "CAPRICE" FOR SALE. Designed and built in Holland in 1950, this staunch, able and handsome little vessel is now offered for the first time in several years and is available for delivery on short notice in South Florida waters. Her owners are designing a larger boat.

CAPRICE is well and strongly built of steel with teak superstructure, teak deck on flying bridge, small cockpit aft and several water-tight bulkheads. Her bottom is zinc sprayed. Accommodations are most unusual for a boat of her size, comprising in addition to roomy main cabin, three double staterooms in the owner's quarters; two heads and shower plus crew quarters for one with head all the way forward. The galley is compact, well arranged and equipped with full sized all electric stove and two electric refrigerators.

The main engines, installed new in 1955, are twin P & H (Harnischfeger) Diesels of 130 hp each with 2:1 reduction gears which give an honest 10 knots cruising speed. These engines are manufactured in Illinois and all parts and accessories are readily available. Lighting and electrical system is 24 volts with two banks of batteries, and 15 KW 110/220 volt AC Diesel auxiliary generator for cooking and the usual 110 volt appliances. The capacity of fuel and water tanks is ample for extended cruising, being 450 and 400 gallons respectively.

Realistically priced for quick sale, CAPRICE may be inspected by appointment through the undersigned sole agents. Cooperation is sought on the part of other recognized brokers who will be fully protected.

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58'11" x 45'6" x 16'5" x 4'6"—MODERN ALDEN CENTERBOARD SCHOONER. This attractive and comfortable Schooner was built in 1947 in British Honduras to very high specifications. As a result of competent supervision, a superb job resulted. Auxiliary power is a 1954 Cummins Diesel giving a cruising speed of 9 mph and she has two lighting plants—a 32 V, 3 KW 1954 Onan Diesel independent plant and a 2 KW, 32 V Onan plant off the main engine.

Accommodations consist of 2 double staterooms with 2 heads plus 2 berths in the main cabin and 2 berths forward for crew with separate captain's cabin. The galley is forward and has Shipmate gas stove and electric refrigeration.

Equipment includes 12' 1954 Dyer sailing dinghy, electric windlass, oil heating system, hot and cold pressure water, electric head, Sperry automatic pilot with remote control, 85 Pearce Simpson radiophone, 1954 Raytheon fathometer 1954 Raytheon RDF, foam rubber mattresses and cushions, electric fans in all cabins, Radar and all sails and covers were new in 1954. Rigging is stainless steel and winches and other hardware are by Merriman.

This Schooner has had considerable refinishing, refurnishing and new equipment in the past few years. She was also completely rewired late in 1955. Comfortable, able and in top yacht condition, we give this Schooner our very highest recommendation.

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50'6" x 37' x 12'9" x 5'6" RHODES CENTERBOARD YAWL. This exquisitely lovely vessel was built in Japan in 1950. Construction was under the exacting supervision of Ted Kilkenny, producer of most of the fine yachts from the Orient during the past 20 years. Construction is Borneo teak planking on Ipol frames, Everdur fastened. Decks, cabin trim are of Borneo teak. Interior panelling is of rare oriental hardwoods, handcarved Chainplates are continuous and hull is extensively strapped. All deck hardware and fittings, mostly Merriman, are chrome plated.

Auxiliary power is supplied by a 1953 4-51 GM Diesel engine which gives her a speed of 8 knots. She has ample fuel capacity of 150 gallons in stainless steel tanks and she carries 180 gallons of water in monel tanks.

Layout is conventional with 4 berths in the main cabin and one double stateroom. Forward are crews quarters for one. Galley is stainless steel and has electric refrigeration.

Equipment includes dinghy, outboard motor, bilge blower, electric bilge pump, heating system, RDF, radiophone, depth finder, phono and tape recorder in gimbals and hydraulic controls. Rigging is stainless steel and there is an excellent inventory of sails.

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17'	Chris-Craft Runabout '56—131	2,250	26'	Lehrs Sea Skiff '56—125...	3,800
18'	Lyman Islander '54—60....	1,850	26'	C-C S. S. Sed. F/B '56—130	7,000
18'	Trojan Utility '57—145....	3,200	27'	C-C Sed. F/B '56—T/105..	7,500
19'	Jafco Sea Skiff '53—60.....	1,700	28'	C-C Roamer Exp. '57—T/130	10,500
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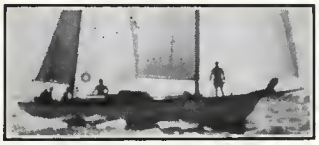
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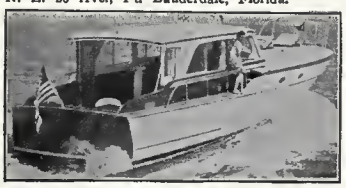
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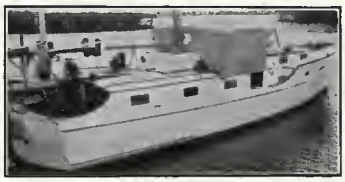
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35' **HUBERT JOHNSON Raised-Deck Sportfisherman,** twin Chrysler Royals, CO_2.
40' **MATTHEWS 1950 Sedan,** twin 150 hp Packards, phone, shower, converter.
27' **SHEPERD 1956 Express Cruiser,** 200 hp Chrysler V-8s, phone, CO_2 syst.
65' **CONSOLIDATED 1932 Walk-Around Yacht,** twin 185 hp 9speedways, elec. ref.
35' **CHRIS-CRAFT 1953 Commander,** twin 145s, teak cockpit, gas stove, shower.
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60' 1930 ELCO CUSTOM YACHT. Twin GM Diesels (200 h.p. 1952)
57' 1956 Refinished GREBE. Twin GM 6-71
53' 1941 WHEELER. Twin Gray Diesels (1955)
44' 1951 WHEELER DCFB. Twin Packard 180 h.p.
43' 1956 RICHARDSON MOTOR YACHT. Twin 200 h.p. Gray
42' 1957 BOLGER SPORT FISHERMAN. Twin Crusaders
40' 1949 MATTHEWS SEDAN. Twin GM-SI (1956)
40' 1949 MATTHEWS SEDAN. Twin 180 h.p. Packard
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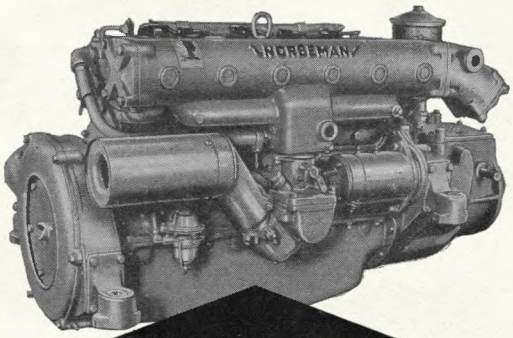
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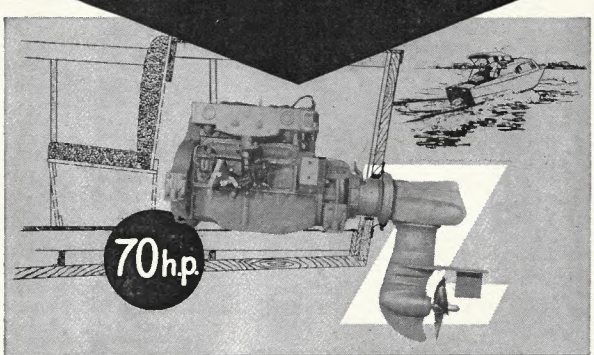
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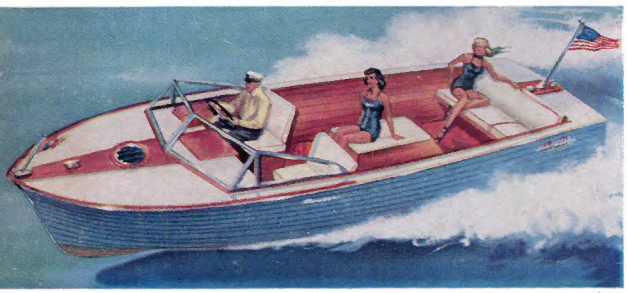
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